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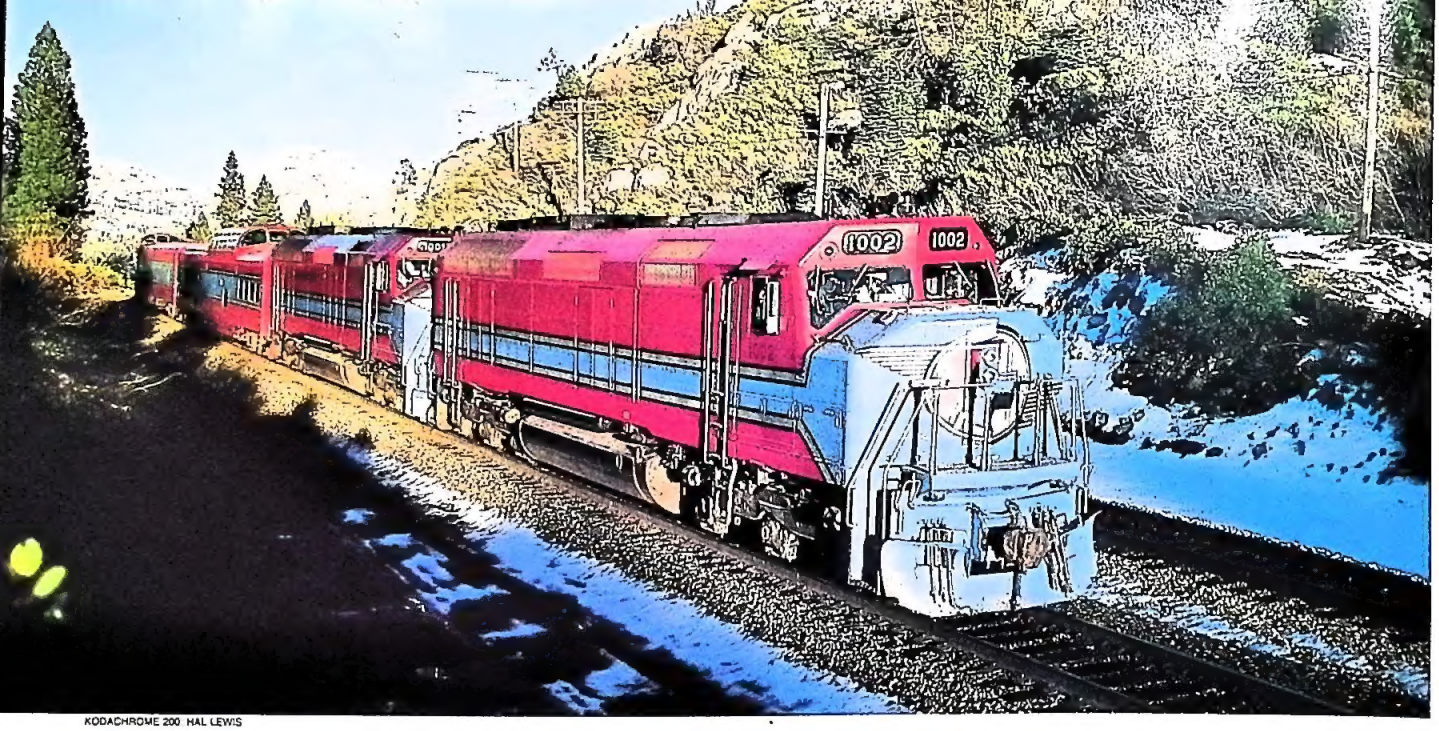


KODACHROME 200 HAL LEWIS

KODACHROME: RICHARD CAMPBELL

TRANSCISCO TOURS ran its first Oakland-Reno *Sierra '49er Express* luxury train on December 7. The return trip on the 9th had F45s 1002 and 1001 leading down Donner Pass near Cisco, Calif. See page 40.

KANSAS CITY SOUTHERN received twelve more SD60s (724-735) during late 1990. New 727 (left), seen at Cicero, Ill., on November 17, 1990, wears the current KCS gray scheme as well as the "Stop For Safety" cab emblems which are making a comeback after being omitted from the ten previous units (714-723) delivered in 1989.

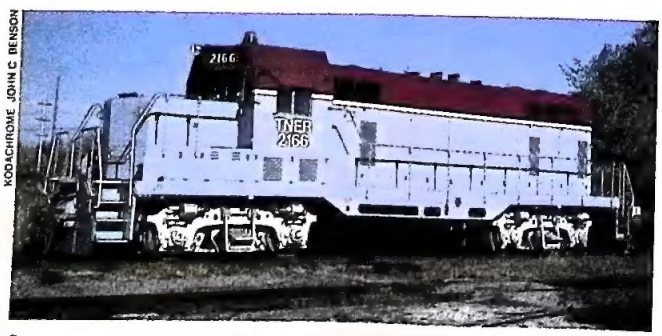
KODACHROME: ED JOHNSON

C&IM SW1200s 22 and 23 were leased to the Toledo, Peoria & Western after four TP&W GP20s were wrecked in an October 21 grade crossing accident. TP&W's East Peoria yard job on November 30 had C&IM 23 (left) running on Norfolk Southern's ex-NKP line under the TP&W's Farmdale trestle. C&IM 22 was working TP&W's Kolbe Local.

Railnews

TEXAS NORTH EASTERN GP7u 2166 (ex-AT&SF 2166) poses at National Railway Equipment in Dixmoor, Illinois, (below) on October 13, 1990, after being rebuilt and painted. See page 40.

KODACHROME JOHN C. BENSON



ARIZONA CENTRAL launched its excursion service on November 24, 1990. AZCR's roster of Geeps includes ex-AT&SF GP9 2278 (below), seen at Drake, Arizona, on November 29. See page 40.

KODACHROME JOHN C. BENSON

The A: Norfolk & Western's Mercedes of Steam

The Norfolk & Western Railway was an innovator in steam locomotive design, and the pinnacle of this development was its class A locomotive, specifically designed and built in the railroad's own facilities for service on fast freight trains. The background to the story includes a short history of the N&W's Roanoke Machine Works, later simply Roanoke Shops, and locomotive designs preceding and leading to the A. The class A locomotives are then followed throughout their service lives with major and minor modifications noted, and comparisons made with other well-known steam locomotives considered of superior design. By Ed King, with a Foreword by Robert A. LeMassena, an Introduction by Bill Withuhn, Smithsonian Institution, and a marvelous collection of photographs to illustrate the A through the years.

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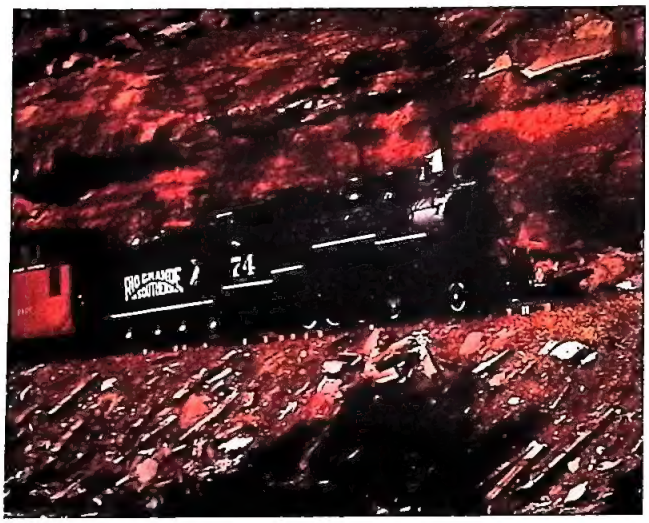

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From the Publisher's desk: Trolley Lines of Yesteryear

The war years gave me an opportunity to see traction lines I would never have visited otherwise, although most were familiar to me through the pages of *Railroad Magazine*. Chicago's vast Chicago Surface Lines hadn't fallen to massive bustification, and it seemed like every street had its own special design car: older deck roof cars in a variety of variations, arch roof cars and, if you were lucky, a work car or two. The bright red and cream color scheme was a distinct change from the yellow and cream of Public Service or the red and cream of the Third Avenue lines in New York. In Chicago I also saw the North Shore and South Shore, although the CA&E would evade me until a later trip on my own.

Kansas City Public Service had PCC cars in bright black and cream reminiscent of the Brilliners in Atlantic City, as well as older cars painted green. The KCPS cars passed Union Station busy with a continual parade of steam and diesel power.

St. Louis' red and cream cars used truss bridges to cross tracks behind the TRRA terminal. I wasn't to see Illinois Terminal equipment until some years later.

Memphis Street Railway still had four major lines running, and their equipment was immaculate in a gray, green and orange color scheme. The lines fanned out from the downtown business district heading to the zoo, large parks, the Memphis Chicks stadium and the medical center. The cars were all arch-roof double-ended types. I remember seeing the car shops with a string of work equipment stored outside, some obviously older passenger cars long out of revenue service. Little Rock also had its trolley system with many single-truck Birney cars. These cars had a tendency to bounce, especially when loaded with teenagers who bounced rhythmically with the cars.

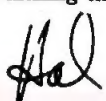
In Dallas I rode the Dallas city cars with their strange roof contours, not dreaming that one would end up at the Seashore Trolley Museum in Maine. I'm glad it did. While in Dallas I also got a look at the big handsome red interurbans of Texas Electric, the first interurban line I saw that operated heavy steel equipment. A brief stop in Denver gave me an all too-brief glimpse of the cars there, but I did get to ride the Sacramento City Lines with its fleet of Birneys.

Home on brief and all too few furloughs, I did some trolley fanning with the late Bob Van Buskirk in the local area. Some New Jersey Public Service lines ran to vital war industries, shipyards and waterfront terminals which made photography at these points impossible, and carrying an open camera was suspect.

I didn't have any problem shooting the war-torn orange Meralco cars in Manila, although Kodachrome was very scarce. Black & white was plentiful only because I used bulk film, respooling the empty 35mm cartridges which at that time were easily opened for reuse.

Memorable about all these different traction lines were the paint schemes. The red, blue, green, black, cream and orange all had distinctly different personalities. I was lucky enough to catch short bits on Kodachrome in both 8mm and 35mm. Regrettably Youngstown, Little Rock and Sacramento were caught only in black & white. Color film at that time was scarce.

The die-hard steam fans smirked when I went trolleying. They couldn't foresee Class 1 railroads and short lines making those colorful old trolleys look drab in comparison.



RAILFAN & RAILROAD

March 1991/vol.10 no.3

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Cover

On a wintry December 23, 1988, CP Rail Train 979, bound for the UP connection at Eastport, Idaho, pulls into Yahk, British Columbia, behind four SD40-2s. Those bronze-colored cars visible on the curve carry lead-zinc ore which will be set out at Yahk and later picked up by Train 981 for forwarding to Trail, B.C. Bruce Kelly's feature beginning on page 44 looks at the interesting traffic flow on CP's "Southern" route in British Columbia and the coal trains which have helped reshape the line. Kodachrome: Bruce Kelly.

Shortly after Jim Shaughnessy got the westbound shot at Conrail's State Line Tunnel shown on page 62, an eastbound behind a set of C30-7A's approached the same spot on August 2, 1990. For past and present images of this historic rail landmark on the New York and Massachusetts state line, see Jim Boyd's feature beginning on page 60. Kodachrome by Jim Boyd.

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C&NW's old yeller paint

I'd like to point out that it's "Pantone" (not "Pentone") 102C yellow that the C&NW specifies on its diesels in reference to the news photo in the January 1991 issue. "Pantone 102C" refers to a specific shade of yellow in the Pantone Matching System. This system provides a way for graphic artists, interior designers and other color users to specify color quantitatively rather than subjectively. Pantone, Inc. publishes a number of color formula guides meant primarily for the printing industry, but which are becoming more widely used outside that narrow application.

To quote the trademark notice in my Pantone Color Formula Guide: "Pantone, Pantone Matching System, and PMS are Pantone, Inc.'s trademarks for color standards, color data, color reproduction materials, and other color-related products and services, meeting its specifications, control and quality requirements."

By the way, a Pantone Color Formula Guide is a great tool for modelers to take into the field. Just hold the guide up to the object whose color you wish to record, flip through to a range of colors that are "close," and when you find a close match, simply note the Pantone number for later reference. It sure beats trying to scrape paint chips off things like brand new C&NW Dash 8-40Cs!

WALT LANKENAU
Blairstown, N.J.

Yoder, Nebraska?

Having spent a number of years in Cheyenne (1949-'52), I really enjoyed the November 1990 issue. In the article "Present at the Creation," there is reference to a town called "Yoder, Nebraska," which I cannot find on a Nebraska map. Should this have been "Yoder, Wyoming," which not only is served by the UP but also has a turning wye? And besides this, it just happens to my wife's hometown.

JIM MARTER
Youngstown, Ohio

The Garden City Western

I was pleased to see the Garden City Western, and its latest addition to the roster, make the December 1990 news. As their engineer, lifetime railfan and resident of Garden City, Kansas, it has been exciting to see the first change in motive power since 1962. However, I must correct a statement about the original 14-mile GCW being an ex-ATSF branch.

The GCW was built as an independent short line in 1915-1916 to haul sugar beets by the United States Sugar & Land Company to their sugar factory built previously in 1906. A new 50-ton Baldwin 2-6-0 was purchased as motive power, No.25. It was retired in 1952 and now rests in the city park and zoo. The land company name became the Garden City Company owned by El Pomar of Colorado Springs, and the sugar industry is long

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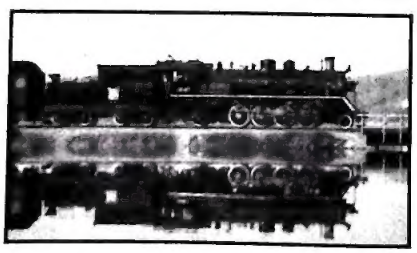

On November 3rd & 4th, the Valley RR of Essex CT, ran an "East Wind" excursion on the P&W, with Chinese steam engine 1647. Highball Productions was there, with the producer of the award winning TV show Ski week, Channell One Video. See the action from lineside and on the train. Meet the people who made it happen. A great souvenier. 1 Hour.

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gone. In 1984 the railroad was sold to the Garden City CO-OP.

In September of 1989 the Garden City CO-OP purchased 30 miles of ATSF's Scott City branch now known as the Garden City Northern. It proved to have more traffic at times than even our two overworked SW1s could handle. The GP9 is a welcome relief. Since it will be seen running either direction it sports a sunflower on both ends, not just the nose as reported. Soon the GCW will absorb the 30-mile GCN, and it will be considered all one railroad.

JIM RILEY
Garden City, Kansas

From the UP-philes

I think my face is red. If it is, I guess Dick Kindig is the man I would pick to call us on our PR glossy of Union Pacific's first steam locomotive, the *Major General Sherman*.

Dick is indeed correct about the stack and lettering style making it obvious the photograph doesn't show the engine as built. Drawings of the second engine, the *Major General McPherson* which is supposed to be very much like the *Sherman*, show a balloon stack and different lettering.

Our *General Sherman* print was made from a negative copied on March 22, 1917, by Omaha photographer Louis Bostwick who worked under contract for Union Pacific. A note in our file indicates the *General Sherman* was reconstructed in 1870, then sold in 1880 to the Omaha & Republican Valley Railroad which later became part of UP. Different sources show it was renumbered in 1882 to 392 while another shows it being renumbered in 1885 to either 314 or 315.

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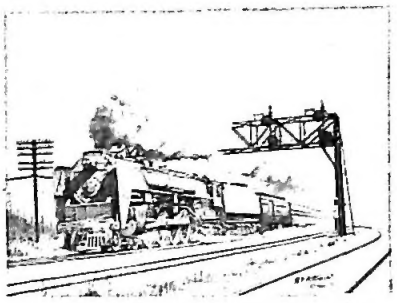

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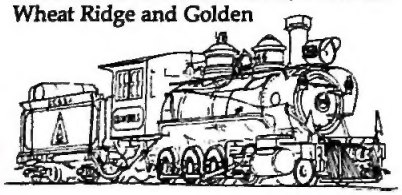

Our file shows the engine was renumbered again to No.1 in 1890 for photographing. So it is possible the pictured engine, despite the more modern diamond stack and changed lettering, is in fact the original locomotive which was built by Danforth & Cooke in 1864 and delivered in Omaha in June 1865.

Just to make this debate more interesting, now we are not even sure whether early engines had numbers. The oldest photo of a named engine shows the *Idaho* on the 1866 excursion train to the 100th Meridian. From the photograph it is impossible to tell if there is a number on the locomotive, although it listed in later rosters as No.8.

We also found another photo of an 0-4-0 tank engine (with a tender) which is handlabeled as "the first engine of the UP." Apparently this engine was the "second" No.1 and was originally named the *Utah*. In the photograph it does not have a number. It was not the first first, however, as our documents are clear the "real first" was the 4-4-0 *General Sherman*.

Is there a "Railfanning is..." in all of this?

JOHN E. BROMLEY
Director of Media Relations
Union Pacific Railroad
Omaha, Nebr.

Routing "Ike"

I wanted to comment concerning the news item on "The Ike Specials" in the January '91 issue. In the third paragraph it states that the "Santa Fe used its own parallel line to Topeka, continuing to Abilene on the UP." Not so. The Santa Fe used its own line to Abilene: Kansas City to Neva, Kansas, over the Emporia and Newton Subdivision, then to Abilene on the Strong City Sub. The Ike special didn't even go through Topeka. Santa Fe has trackage rights on 20 miles of UP rails west of Abilene (Santa Fe's Salina Sub) and used those rights to run the special to Solomon (8.5 miles west of Abilene) to turn on the wye, but it didn't use UP tracks to get to Abilene.

JOE McMILLAN
Chicago, Ill.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

RIO GRANDE SKI TRAIN operates weekends through April 7, plus March 22 and 29. Departs Denver Union Station 7:15am and arrives Winter Park 9:15am; return trip departs Winter Park 4:15pm and arrives Denver 6:15pm. Coach tickets $25; First Class (spacious seating with continental breakfast) $40. Travels on D&RGW's spectacular line up the Front Range and through Moffat Tunnel. Contact: Rio Grande Ski Train, 555 17th Street, Denver, CO 80202; 303/296-4754.

UNION, ILLINOIS, February 9-10. *Electroliner* 50th Birthday Festival at Illinois Railway Museum on Olson Road, 9am-dusk each day. Eight-mile roundtrips on *Electroliner*; rides on CNS&M streetcar 354 and on conventional North Shore Line interurbans; continuous movies, videos and slides; model and photo contests. For prices and other information, send SASE to: Electroliner, Illinois Railway Museum, P.O. Box 427, Union, IL 60180.

"Ride A Piece of History"
California Limited

April 29, 30 and May 1, 1991

You're invited to participate in what may well become a truly historic event—the re-creation of the famous **California Limited** powered by historic former Santa Fe Railway locomotive 3751. This will mark the first such public excursion to operate on the Santa Fe in over 36 years and will also be the first outing for locomotive 3751 since its retirement in 1953.

Operating with the cooperation of the Santa Fe Railway, the steam special will begin a three-day trip over some of the most spectacular railroad right-of-way in North America, including the famous Cajon Pass and Techachapi Loop. After crossing the mountains, the **California Limited** will charge up through the heart of the San Joaquin Valley enroute to Sacramento.

Engine 3751 will join a number of other steam locomotives on display at the California State Railroad Museum for "RailFair 91." The **California Limited** will return to Los Angeles departing Sacramento on May 13.

SBRIIS

Reservations are being accepted by Trains Unlimited, Tours now, for all segments of this ***Once Only*** excursion. Reservations and ticket sales are being handled by Trains Unlimited, Tours exclusively. For more information call **(800) 321-3751.**

Santa Fe 3751 at speed in the 1950s. She will return to the rails in 1991 to pull the **California Limited** *to Sacramento.*

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Norfolk Southern Steam - Volume One

This "Pure N&W" tape depicts Norfolk and Western 4-8-4 #611, and 2-6-6-4 #1218 only on N&W trackage. Highlights of the 1987 NRHS convention in Roanoke with the pair side-by-side, including trackside and onboard shots, and doubleheading. Then highlights of the 1988 Independence Limited with 1218. 4-8-4 #611 on the western end from Cincinnati, plus 1218 on the Portsmouth-Columbus Line. From the Blue Ridge of Virginia to the Ohio River Valley of Ohio you'll see N&W steam at its best. Grades and scenery too.

60 Minutes $39.95

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Capture the excitement of NS Steam with four different engines. Leased L&N #152 on 1987 excursion in Kentucky "Rathole" swaps with N&W 4-8-4 #611. Highlights of the 1989 NKP #587 and N&W 611 4-day doubleheader to Roanoke. Also see the rare tripleheader with 587, 611, and 1218 from Roanoke to Lynchburg. 1988 first run for 1218 from Portsmouth to Cincinnati compares locations with 1989 611 run on the same line. Also 611 on the former Southern Mainline to Lexington, Ky and much more in this variety-filled tape.

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Norfolk Southern Steam Freights

Share a rare look at steam on freight trains. Between excursions there are rare occasions when the steam engines will be deadheaded with a freight consist. Over a 3-year period we show you 4 different engines on 5 separate moves. Included are: L&N 152(leased to NS) on a caboose hop from Stearns, Ky; 4-8-4 #611 on a mixed freight from Birmingham to Chattanooga; Nickel Plate 2-8-2 #587 on short freight from Lynchburg, Va; N&W 1218 on mixed freight from Portsmouth in 1988, plus coal hoppers from Roanoke in 1987. Great action of unusual operations.

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CLOSE UP: 3985

On September 18, 1990, 4-6-6-4 3985 pulled a 74-car freight train from Cheyenne, Wyoming to North Platte, Nebraska. You'll be riveted to your TV screen as the 3985 accelerates the 4300-ton consist from a standing stop to 50 mph, videotaped by our *exclusive locomotive-mounted mini-cam* ("ChoochCam") from a position behind the rear set of drivers! The wheels and valve gear become a blur as you look into the piston rod from another mini-cam angle. White backlit steam from two sets of cylinder cocks erupts in breathtaking stereo sound as the great locomotive leaves town, shown from track level looking forward. Then, thrill to dramatic cab and trackside action as the 3985 assaults Archer Hill and heads east to Omaha.

This is definitely not just another Challenger tape! In addition to the exciting ChoochCam and cab ride sequences, **Close Up 3985** also presents a *creative new approach* to trackside and pacing sequences, including dramatically-lit night runbys, night pacing, sunrise scenes, and even runover shots! Videotaped and edited with Broadcast Quality Betacam SP equipment, the program offers full coverage of the River City Roundup excursions between Cheyenne and Omaha. On screen maps and graphics, plus narration, keep you fully informed. Experience the Challenger from a refreshing new perspective - with **Close Up 3985!**

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If you'd like to ride beside the world's largest operating steam locomotive, watch two sets of churning drivers, and listen to hot and heavy exhaust, this tape's for you! Here's one full hour of exciting pacing action, including some of the *longest uninterrupted pace sequences* ever put on tape. Join us on U.S. Route 30 - one of the finest pacing roads in the country - as the 3985 blasts across Nebraska with both freight and passenger trains. Start-ups, meets, mile after mile of perfectly-lit high-speed pacing - it's all there, with the creative camera work and crisp, clear sound you've come to expect from Mark I. **Pacing the Challenger** is a must for all steam fans!

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Produced In Cooperation with the Crews of SP4449 and SP&S 700.

MORE STEAM FOR THE MONEY!

In October, 1990, two great 4-8-4s travelled from Portland, Oregon to Kennewick and Yakima, Washington, to participate in Steamfest '90. Mark I Video presents complete coverage of all ferry runs and excursions featuring SP 4449 and newly-rebuilt SP&S 700, plus former Great Western 2-8-0 51 and the Yakima trolleys.

In cooperation with Doyle McCormack and the crew of the Daylight, Mark I's locomotive-mounted ChoochCams videotaped the 4449 from a variety of angles *never before seen on video,* complete with stereo sound! Dramatic closeups of the valve gear (forward-and rear-looking views), drivers, the view down the track from the boiler and the pilot truck, plus camera positions outside the cab looking over the engineer's and fireman's shoulders - these are only a few of the scenes presented on this great tape! And, *for the first time in railroad video,* we take you on a night cab ride, with cameras both inside and outside the engine.

In cooperation with the crew of the SP&S 700, Mark I mounted ChoochCams in *seven different positions* for the run down Columbia River during the locomotive's return to Portland. Imagine looking down the boiler of the huge 4-8-4 toward the stack and also toward the cab - *simultaneously* - as the locomotive blasts through a series of four tunnels at 55 mph! Now, *for the first time ever,* you can. Watch as the 700 slows to 10 mph for a meet with a BN freight, and then accelerates with full throttle to track speed - as seen from both inside and above the cab! And of course, all of this is in glorious stereo sound to boot.

In addition to ChoochCam coverage, all excursions feature beatifully-photographed trackside scenes videotaped and edited on Broadcast Quality BetaCam SP equipment in our own state-of-the-art facility. Special attention was paid to the spectacular scenery of the Columbia River Gorge and the Yakima Canyon. Exciting pacing sequences and runover shots add variety to the program, and, in addition to the 4449 night cab ride, there are also night trackside scenes with both the 4449 and the 700.

Creative camera work and editing, exclusive ChoochCam sequences, plus narration, on-screen maps and graphics, make **STEAMFEST '90** the Ultimate Steam Experience - a program you'll watch again and again!

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CHATHAM, NEW JERSEY, February 16. "EastRAIL '91" multi-media rail photography program at the Chatham High School Auditorium, 255 Lafayette Ave., noon to 6pm (shows begin promptly at noon). Programs by Rob Leachman on Milwaukee Road and Maritime Canada, Scott Snell on the D&H, Alan Bellis on Sand Patch, Greg Nazarow on British Columbia, Ken Rattenne on Western passenger trains and Steve Barry on Appalachian railroading. Admission $12 for adults, $8 for age 16 and under; advance sales preferred, but tickets will be available at the door. Sponsored by Jersey Central Chapter NRHS and hosted by *Railpace* and R&R. Order tickets from: EastRAIL '91, P.O. Box 700, Clark, NJ 07066; phone inquiries at R&R office 9am-5pm weekdays 201/383-3355. Make checks payable to "Jersey Central Railway Historical Society."

BOSTON TO NEW ORLEANS, February 16-24. "New Orleans Express" from Boston and Northeast Corridor locations via Amtrak's *Southern Crescent* to lodge in French Quarter and enjoy St. Charles streetcar line, riverboats and Bayou cruises along with traditional cuisine. $1200 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

RINGOES, NEW JERSEY, February 23. Black River & Western will operate working mixed train from Ringoes to Conrail Lehigh Line connection at Three Bridges. Photo stops for runbys and switching moves. Depart 9:30am, return 4pm. Fare $15. Box lunch $5. Capacity limited. Contact: BR&WRR, P.O. Box 200, Ringoes, NJ 08551; 201/782-9600 days, 201/661-2283 evenings.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Colorado/Yellowstone/Tetons, February 16-25. Ride *California Zephyr*, Rio Grande Ski Train; tour national parks; four-day snowcoach in Yellowstone on unplowed roads. From $1599.

VIA Rail Coast to Coast, March 9-24. Ride *Canadian* Vancouver-Toronto, LRCs Toronto-Quebec, domeliners Levis-Halifax-Montreal. Tour major cities. From $1799.

CLEVELAND, OHIO, March 9. 20th Anniversary Meeting of New York Central Historical Society. Daylong program includes railfan tour and and swap meet. Arrangements being finalized. Send LSASE to: Program Committee, NYC Historical Society, P.O. Box 941504, Atlanta, GA 30341-0504.

MODESTO, CALIFORNIA, March 16. Winterail '91 at Modesto Centre Plaza. The 13th annual show features an evening of multi-media slide presentations by Blair Koolstra, Elrond Lawrence, Eric Blasko, Steve Schmollinger, Charles Lange, Steve Spohn, Rich Harris, Alan Miller, Vic Neves, John Ford and Don Olson, preceeded by a six-hour railroadiana show & sale. All-day (both events) admission $15 *by advance mail only* from Vic Neves, Winterail '91, P.O. Box 23721, Oakland, CA 94623-9991; admission to just the railroadiana show $3 *at the door only*. For information on renting dealer tables, contact: Dave Stanley, Winterail '91, P.O. Box 30661, Stockton, CA 95213-0661.

BOSTON, MASSACHUSETTS, March 23. Sugartime Special chartered train via Conrail and Central Vermont to Sugarbush Country of Vermont. Depart South Station 8am, return early evening, with convenient boarding in central Massachusetts. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

BOSTON, MASSACHUSETTS, April 13-20. Williamsburg Special from Boston and Northeast Corridor locations via Amtrak's *Colonial* to lodge at Colonial Williamsburg and enjoy the varied attractions and cuisine of Virginia's Tidewater Country. Send SASE to: Mystic Valley Railway Society, P.O Box 486, Hyde Park, MA 02136-0486, 617/361-4445.

OWEGO, NEW YORK, April 20. Tioga Central Railroad's Railfan Day presented by Southern Tier Division RRE. Special train, tentatively scheduled to be a 1960s freight, will depart Owego 9am and make several photo stops and runbys. Night photo session is planned. Train ride $25; night photo session $7, or $5 for those who also ride the train. Order early, as seating is limited. Send SASE to: Tioga Central Railfan Day, c/o Southern Tier Division RRE, P.O. Box 311, Binghamton, NY 13902-0311.

PERRIS, CALIFORNIA, April 27-28. Annual Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ex-Ventura County Railroad Baldwin 2-6-2 No.2 will power trains between the museum and the Santa Fe depot in Perris. All restored rail equipment will be operational for riding, including 1918 PE red car and 1901 Irish double-deck trolley. Antique autos, entertainment, refreshments and more. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for children under 6. Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/657-2605.

UNION PACIFIC 4-8-4 844 and 4-6-6-4 3985 to Sacramento Railfair '91 are scheduled to depart Cheyenne, Wyo., April 17 with a ferry move (not available to the public) to Rock Springs, continuing to Salt Lake City on April 18 for display at SLC on the 19th. On April 20 3985 will power public round trip excursion Ogden to McCammon and on April 21 a similar trip Salt Lake City to McCammon. The doubleheader will depart for Sacramento with a public excursion Salt Lake City to Elko on April 24, continuing to Winnemucca April 25, to Portola on April 26 and into Sacramento on April 27. On May 3-12 they will display at Railfair. The return doubleheader will run Sacramento to Portola on May 13, to Winnemucca May 14, to Elko May 15, to Salt Lake City May 16, to Green River May 18 and into Cheyenne May 19. This schedule is subject to change and is for advance information only. Details on ticket sales and availability are not yet available.

SOUTHERN PACIFIC 4-8-4 4449 to Sacramento Railfair '91 will depart Portland, Ore., with a passenger-carrying excursion to Klamath Falls on April 27, continuing on to Sacramento April 28. The 4449 will display at Railfair on May 3-12. On May 13 it will power a public excursion one way to Oakland, Cal., and on May 25-26 will power private SP charter trains. It will return with a public excursion one way on May 31 from Oakland to Sacramento, continuing to Klamath Falls June 1 and on to Portland June 2. With the exception of the May 25-26 SP charters, all segments will be available for public ticket sales. For schedule and fare information, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219.

SANTA FE 4-8-4 3751 with the "*California Limited*" excursion to Sacramento Railfair '91 is tentatively scheduled to depart Los Angeles on April 29 with a run to Barstow via Fullerton, continuing over Tehachapi Loop to Bakersfield on the 30th and into Sacramento on May 1. After display May 3-12 at Railfair, the 4-8-4 will return with a run from Sacramento to Bakersfield on May 13, to Barstow on May 14 and into L.A. on May 15. Final ticket prices for each segment have not yet been determined, but a $150 donation to the restoration project will guarantee a seat with the donation going toward the ticket price (but not refundable if the train does not run). For more information on ticket prices, availability and fund-raising, contact: San Bernardino Railroad Historical Society, P.O. Box 936, Fontana, CA 92334-0936, or phone 800/321-3751 or 714/963-5281.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91

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Call for details on the Clinchfield series or on our other railroad tapes. SALUDA MOUNTAIN is America's steepest class-1 grade...by far! Then there's WELCH BY N&W — a personal review, by a Welch native, of the run from Bluefield to Iager with a broad mix of past and present.

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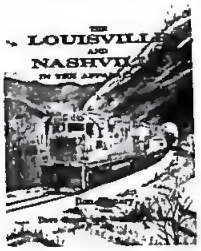

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This book portrays the colorful Louisville & Nashville Railroad's Corbin Division from Cincinnati, Ohio to Etowah, Tennessee, including branch lines. All types of L&N power including steam as well as first and second generation diesel power, are illustrated in 180 brilliant color photos.

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This Book is a colorful look at the unusual motive power and the operations on the C&NW during the 1970s. Over 165 color photographs provide a nostalgic look at this railroads finest years. C&NW Memories also includes maps and roster information all in a limited edition hardbound book.

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This book covers the Clinchfield Railroad from Elkhorn City, Kentucky to Spartanburg, South Carolinia. With 160 large color photos showing the CC&O in operation during the 1960s and 1970s. Includes maps, roster, yard diagrams and train sheets in a hardbound limited edition book.

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by Greenberg & Kramer...120 pages, over 150 photos, plus maps, detailing Lehigh Valley RR passenger service through the years.

"The Northeast Railroad Scene" series by Bob Pennisi (a brief look before Conrail)

Vol. 2 Lehigh & Hudson River.....$ 4.00
Vol. 4 Erie Lackawanna..... 6.50
Vol. 5 Jersey Central..... 6.00
Vol. 6. Penn Central..... 10.00

"The Morristown & Erie Railway" by Bob Pennisi 48 pages, 89 photos (4 in color) map..... 8.95

"26 Miles To Jersey City" by Pete Komelski 64 pgs of CNJ stations and trains with 130 B&W and 6 color photos..... 8.95

"Lehigh Valley Passenger Cars" by Mickey & Warfel...64 page huge 11" x 17" book of car plans in full HO scale plus 31 photos, maps and full color covers..... 13.95

"Railroad Stations Of New England Today" - Vol. 1, The Boston & Maine..by Mark Beauregard 72 pages with over 190 photos..... 7.95

"One Day, One Conductor" by E. Kennedy,Jr. A 5½" x 8½" photo essay of an NJ Transit conductor on the former DL&W electrics.... 5.00

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RAILROAD AVENUE ENTERPRISES

at the California State Railroad Museum. To date, 21 steam locomotives are confirmed to attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. Watch this column and RAILNEWS for further announcements of Railfair's scheduled activities as well as schedules and routings of ferry moves to and from Sacramento. For more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

AMTRAK TO RAILFAIR. Travel via Amtrak's *Coast Starlight* from Los Angeles to Sacramento for Railfair '91. Depart May 4 and return May 6 or 7, or depart May 11 and return May 13 or 14. Four-day tours include trip to Mother Lode gold country. Contact: Pacific Railroad Society, P.O. Box 80726, San Marino, CA 91118-8726; 818/570-8651 or 213/283-0087.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-Iaeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

INTERNATIONAL TOURS

CIRCLE AMERICA TOURS, 7531 Ravensridge Road, St. Louis, MO 63119, is offering the following "Rail & Sail" train/cruise ship tour during 1990. Prices (per person, double occupancy) cover roundtrip Amtrak transportation nationwide, transfers to and from ship, baggage handling gratuities and seven-day cruise adventure. Send for free brochure or contact your travel agent or Amtrak.

Caribbean, year-around. Amtrak to Fort Lauderdale, cruise ship to St. Thomas, Nassau, Jamaica, etc. $1135.

TRAINS UNLIMITED TOURS, 235 W. Pueblo, Reno, NV 89509 (702/329-5590) is offering the following foreign rail tours:

Mexico's Copper Canyon, eight-day trips departing Tucson February 4, May 22. From $1960.
Guatemala, February 21-March 2. From $1595.
Russian Steam, April 20-28. From $1668.
Trans Siberian, May 22-June 2. From $2450.
Rural France, May 24-June 3. From $1249.
South China, June 9-23. From $2890.

SWISS ALPINE SNOW TRAINS, March 7-19. Intense tour of winter railroading in Switzerland including Luzern Transport Museum, Rhaetian Railway and Furka Oberalp shops, Bernina Pass, Glacier Express, Zurich station and more. $2650 from New York's JFK airport. Contact: Smithsonian National Associates Travel Program, 1100 Jefferson Drive S.W., Washington, D.C. 20560.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350) is sponsoring a three-car special to run from Nogales to Guayamas and Los Mochis, Mexico, April 14-21 with recently-restored ex-D&H Alco PA DH-17 scheduled as power. Includes tour of shops at Empalme and Benjamin Hill, visit to steam-powered sugar railway at Los Mochis and a ride behind an 0-6-0 across the Guaymas Causeway. Three nights will be spent at famed SP-built Hotel Playa de Cortes resort. Fare of $955 ($985 if by credit card) per person double occupancy covers all transportation, lodging, transfers and some meals.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

Turkey, April 23-May 3. Led by Dave Thornhill of World Steam.

JOHANNESBURG, SOUTH AFRICA, July 22-August 4. "A Brush With Steam" railfan tour sponsored by Transnet Museum, with special guest renowned rail artist and preservationist David Shepherd. Full 14-day tour includes trips to Eastern Transvaal, Kruger National Park and Kimberley Steam Festival; options available for ET and KNP only, or KSF only. Steam locomotives are scheduled to power all trains, which feature a variety of coach, sleeping and dining accommodations. For fares and other information contact: Transnet, P.O. Box 3753, Johannesburg, South Africa 2000.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW 1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

February 9-10, Phoenix Civic Plaza, 225 East Adams Street, Phoenix, Arizona.

February 16-17, New Mexico State Fairgrounds, Lomas & San Pedro, Albuquerque, New Mexico.

February 23-24, Cow Palace, Geneva & Santos, Daly City, California.

March 2-3, San Diego Convention & Performing Arts Center, 202 C Street, San Diego, California.

March 9-10, Dallas Convention Center, 650 South Griffin, Dallas, Texas.

March 16-17, Kansas City Municipal Auditorium, 14th & Central Avenue, Kansas City, Missouri.

March 23-24, Dayton Convention Center, 22 East Fifth Street, Dayton, Ohio.

May 4-5, Sacramento Community Convention Center, 14th & J Streets, Sacramento, California.

June 22-23, Commonwealth Convention Center, 221 4th Avenue, Louisville, Kentucky.

WEST SPRINGFIELD, MASSACHUSETTS, February 9-10. Amherst Railway Society Annual Big Railroad Hobby Show at Better Living Center, Eastern States Exposition, 1305 Memorial Avenue, 10am-5pm. Adults $4, ages 6-11 $1, under 5 free. Nearly three acres under one roof. Over 20 operating layouts, displays, railroadiana, flea market, food and more. Contact: Robert A. Buck, Show Director, 8 Bacon Street, Warren, MA 01083; 413/436-5318.

HAMBURG, NEW YORK, February 9-10. Western New York Train & Toy Show at International Agricenter, Erie County

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EastRAIL, P.O. Box 700, Clark, NJ 07066.

Tickets ordered after February 1 will be held at door for pick-up.
After February 1, phone inquiries may be made to R&R office, weekdays 9am-5pm: 201/383-3355.

Fairgrounds. Adults $3, children $1.50, parking $1. Contact: WNYRHS Show, P.O. Box 172, Orchard Park, NY 14127; 716/992-3425.

JACKSONVILLE, FLORIDA, February 16. Southeastern Railroadiana Collectors 12th Annual Railroadiana/Model Train Sale & Trade Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $3, 12 and under free, tables $25. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

BURLINGTON, VERMONT, February 16. Burlington Railroadiana & Model Railroad Show at Memorial Auditorium on Main Street (between Union Station and University of Vermont), 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Karen C. Korpi, 43 Hemlock Road, Milton, VT 05468.

BELLMAWR, NEW JERSEY, February 17. Pennsylvania-Reading Seashore Lines Historical Society 2nd Annual Train Meet at Bellmawr Park Volunteer Fire Company on Essex Avenue, 10am-3pm. Adults $3, under 12 free, tables $15. Contact: John or Karen Nichols, P.O. Box 1214, Bellmawr, NJ 08099; 609/933-0336.

DEPEW, NEW YORK, February 17. Toy Train Collectors Society Train Show, Sale & Swap Meet at Hearthstone Manor, 333 Dick Road, 11am-4pm. Contact: Ray Baer, 110 Princeton Court, Cheektowaga, NY 14225; 716/632-4918.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Admission $5, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784; 301/795-7447.

Monroeville, Pennsylvania, February 23-24, Pittsburgh Expo Mart.

Bensalem, Pennsylvania, March 2-3, Philadelphia Park.

Timonium, Maryland, March 16-17, Timonium Fairgrounds.

Teaneck, New Jersey, March 23-24, Fairleigh Dickinson University.

KINSTON, NORTH CAROLINA, February 23. Toy and Train Show at Lenoir County Shrine Club, Highway 70 E., 9am-4pm. Admission $2.50. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

OTTUMWA, IOWA, February 23-24. Railroad Fair Weekend at Quincy Place Plaza, U.S. 34 West and Quincy Avenue,

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FRANKLIN SQUARE, NEW YORK, February 24. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Buy, sell, trade. Admission $3, under 12 free with adult. Contact: R. Romano, 516/775-4801.

RICHMOND, INDIANA, February 24. All Trains Flea Market, National Guard Armory, 1200 West Main, 10am-3pm. Admission $1, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

SOUTH BURLINGTON, VERMONT, March 9. Vermont Rails '91 sponsored by Northwestern Vermont Model Railroading Society at South Burlington Middle School, Exit 14E from I-89 then right on Dorset Street half-mile past mall, 10am-4pm. Adults $2, seniors and ages 6-12 $1, under 6 free. Contact: Michael G. Saunders, 84 Aldis Street, St. Albans, VT 05478-1913; 802/524-4429 evenings except Wednesday.

LUBBOCK, TEXAS, March 9-10. 3rd Annual Plains Rail Expo at Texas Tech University Center, 9am-9pm Saturday, 10am-5pm Sunday. Adults $5, students $3. Contact: Kelly Howard, P.O. Box 53674, Lubbock, TX 79453; 806/794-1607.

BURNABY, BRITISH COLUMBIA, March 17. Western Rails Model Railroad & Railroadiana Show and Auction, 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

MT. PLEASANT, IOWA, March 17. Train Show & Swap Meet at National Guard Armory, S. Walnut, 10am-4pm. Admission $1, under 12 free with adult. Tables available. Contact: Richard Hood, 801 Jefferson Street, Burlington, IA 52601; 319/754-4979 or FAX 319/752-4627.

MOUNT CLEMENS, MICHIGAN, March 17. Gratiot Valley Model Railroad Club Swap & Shop at Clintondale High School, 15 Mile & Little Mack, 10am-3pm. Adults $2.25, 12 and under free. Contact: Uwe Thormaelen, GVRR, P.O. Box 214, Mount Clemens, MI 48043; 313/468-4877 Monday, 313/949-1878 Tuesday-Sunday.

FORT WAYNE, INDIANA, March 21 and 24. Train & Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, 8-foot tables $10 in advance. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

TIMONIUM, MARYLAND, March 24. "Transpo '91" Baltimore Transportation Memorabilia Show and Sale, Maryland State Fairgrounds, off I-83, 10am-4pm. Thousands of railroad, steamship, airline, trolley and bus items for sale. Admission $3, under 12 free. Send LSASE to: Transpo '91, P.O. Box 10372, Alexandria, VA 22310, or phone 703/998-2362.

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HICKORY, NORTH CAROLINA, April 6-7. 3rd Foothills Toy & Train Show at American Legion Fairgrounds, Highway 64/321 E., 9am-5pm Saturday, 10am-4pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

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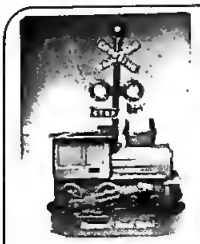

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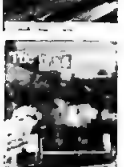

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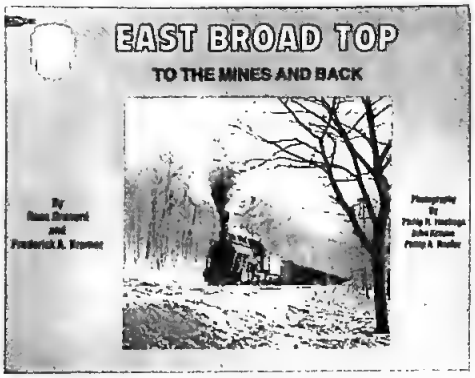

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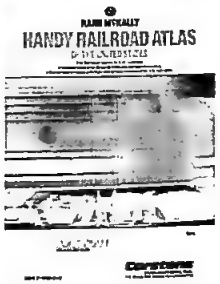

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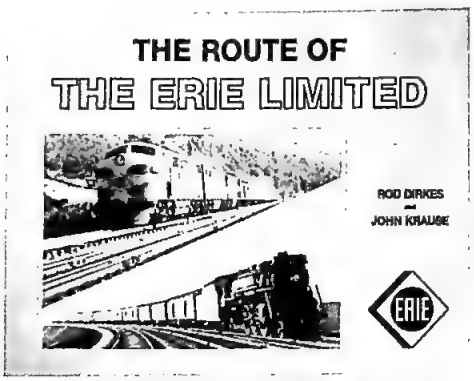

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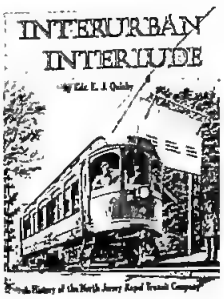

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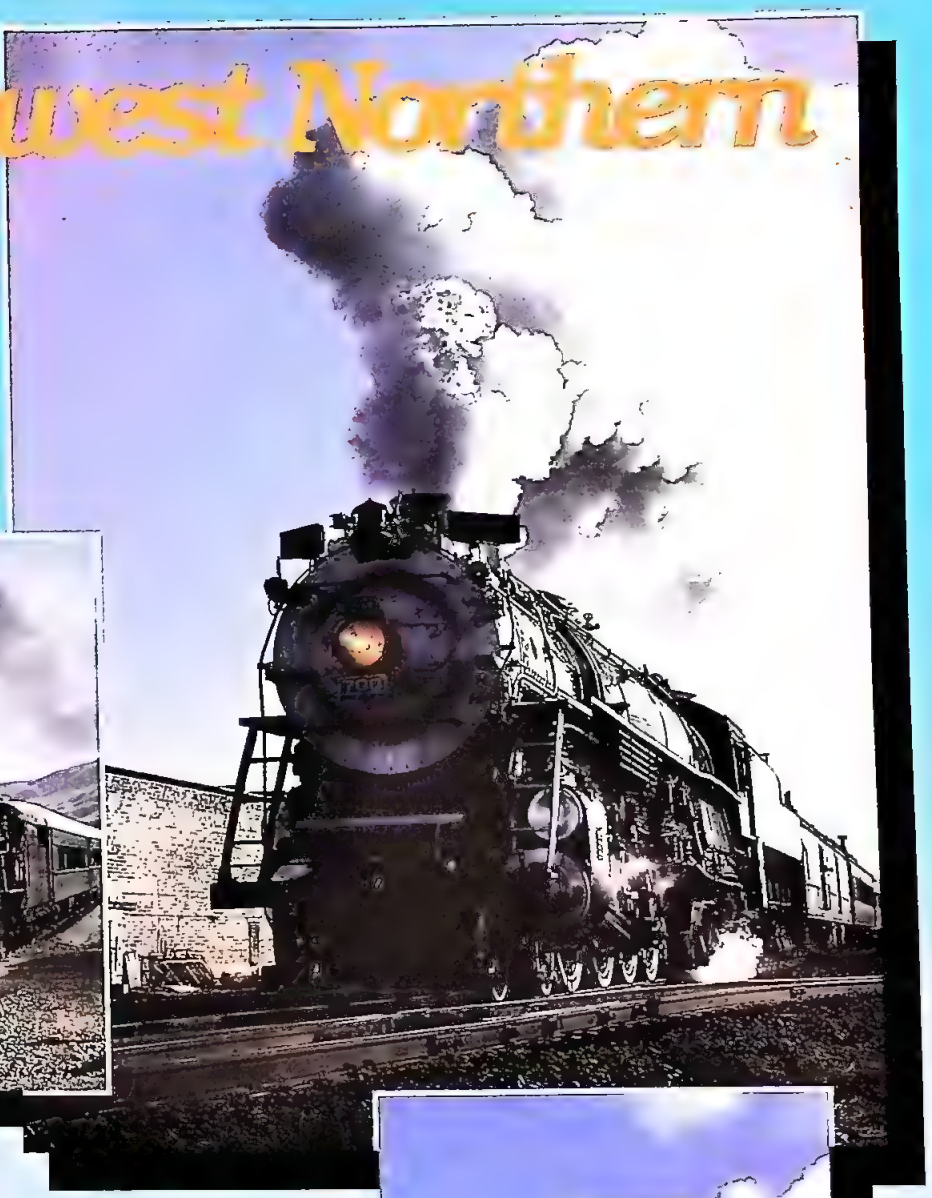

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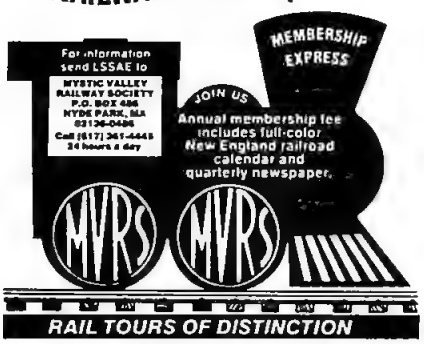

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Union Pacific Challengers," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138, is a collection of vintage color 16mm footage of UP's famous 4-6-6-4s in action during the 1950s. In addition, while describing the development of the Challenger, films of UP 2-8-0s, 2-8-2s, 2-10-2s and 4-12-2s are used. Bill Kratville and Stan Kistler were among the names listed as photographers, plus some footage is from the UP's 1950s film "Last of the Giants." The action includes both freight and passenger trains, grand plumes of smoke under blue Wyoming skies, Challengers in service in the two-tone gray *Overland* scheme, Challengers in pusher service helping out UP turbines and more. These are some of the most impressive vintage films we have seen. The transfer to video is state-of-the-art, and the "recreated" soundtracks are effectively handled. 30 minutes, $39.95 plus $3.00 shipping.

Specializing in documenting today's rail lines with minimal "editorializing" and interpretation, Railroad Video has two new programs. The **"Atlantic City Line"** is the latest offering in the "Videos Shot from the Cab" series, and the two-tape set covers a complete trip over New Jersey Transit's new Atlantic City Line between the "Gambling Capital of the East" and 30th Street Station in Philadelphia. This is the completely rehabilitated Pennsylvania-Reading Seashore Lines now jointly operated by New Jersey Transit and Amtrak. The camera is mounted on a tripod ahead of the fireman's door in the cab of NJT GP40FH-2 4144 for this westbound trip of Train 4507 on May 30, 1990, which departed Atlantic City at 7:07 a.m. The camera runs for the entire two-hour trip, and the only sound is the locomotive and light conversation between cameraman Walter Berko and the NJT engineer. This 90 m.p.h. revenue train makes all the station stops, including Lindenwold where passengers can transfer to the Patco rail system. Tape 1 opens up with vintage 8mm black & white movie footage of PRR and Reading steam locomotives speeding trains to the shore, plus PRSL diesel action. The video quality is professional, and except for the vintage films and station stops, the tapes are unedited, thus documenting the track and structures of the complete route of this relatively new commuter corridor. Each tape runs 60 minutes, $33.45 postpaid (Pa. res. add 6% sales tax).

A second offering from Railroad Video is **"Conrail Fast Freights, 'The River Line',"** which is a lineside tour of the former-NYC "West Shore" along the Hudson River north of New York City. Shot primarily around West Point and the Bear Mountain Bridge, this tape features a series of runbys at scenic locations. Shot during 1989 and 1990, a location is found and the entire train is shown passing by. A different approach than the "from the cab" method, this program gives a real feel for the length and speed of today's Conrail trains on that route. The motive power is usually two- to four-unit mixed sets of EMDs and GEs. Considering that the entire train is shown, the editing is rather well paced. The winter weather is mostly overcast, resulting in even lighting which video

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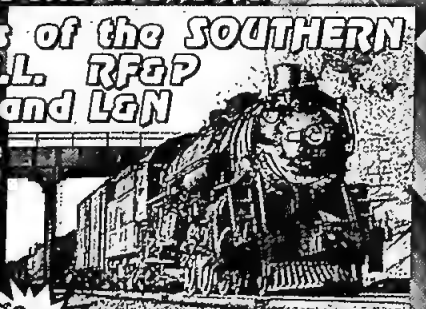
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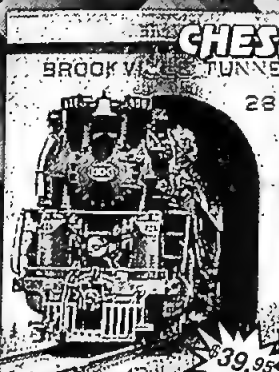

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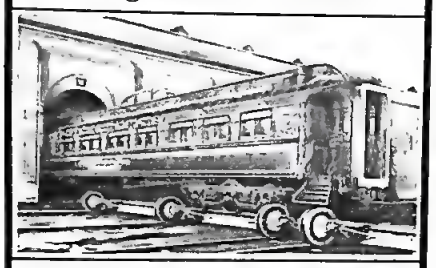

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Feature Reviews

"Heavy Freight and Union Pacific 3985," produced by WB Video Productions, 6447 S. Heritage Place W., Englewood, CO 80111; 800/448-3987 or 303/770-8421. VISA, MasterCard and Discover accepted, VHS or BETA, 60 minutes, $49.95 plus $2.50 shipping.

On August 1, 1990, a significant event in modern rail history occurred and was covered by the railfan press: Union Pacific 4-6-6-4 3985, the world's largest operating steam locomotive, hauled an American President Lines doublestack container train from Cheyenne, Wyoming, to North Platte, Nebraska. While the event was reported, its true significance was not. The 143 cars that stretched out to 8841 feet behind the 3985 totaled 7657 tons. According to the tape, this is the longest and heaviest train hauled by a steam locomotive since the end of the steam era (regarded by most as 1960). After some ponder, we are inclined to agree.

The Union Pacific steam crew had worked for months to convert the coal-burning 3985 to oil. As a coal-burner, the Challenger had been restricted to Sherman Hill due to the fire hazard of the cinders. In order to develop proper oil and water consumption figures for future trip planning, the 3985 hauled various tonnages of freight from Cheyenne west onto Sherman Hill. The August 1 trip to North Platte not only hauled that record train but also marked the first time 3985 has been *east* of Cheyenne since her restoration. As an oil-burner, 3985 can now go almost anywhere on the UP system.

The 3985 hustled those 143 cars at track speeds and maintained a diesel-era schedule. The following day, the 3985 hauled a somewhat lighter train (roughly 2100 tons) of general merchandise back to Cheyenne to complete its historic round trip.

WB Video crews were on hand for this dynamic performance and has produced a fine documentary of the events. And an added surprise is the narration by the legendary railroad artist — and unabashed UP fan — Howard Fogg.

The video crews really did their job on this program. The preliminary freight runs up Sherman Hill are covered, as are the APL stack train to North Platte and the return trip the following day. And the performance is impressive. The ruling grade is Archer Hill just east of Cheyenne, and that photo of the S-curve in the WB ad on page 73 is much more awesome on the tape with full sound and action at 35 m.p.h. with that entire train on the grade. As the camera pans, the 3985 meets a moving westbound diesel-powered freight. The 3985 here sounds more like a UP turbine than a four-cylinder rod engine — it's enough to make you throw out your N&W 1218 cap. And 3985 engineer Steve Lee later admitted (not on the tape) that to start the APL train, he "didn't need Mr. Booster either."

The WB crews are from the Denver area and seem to know the line to North Platte

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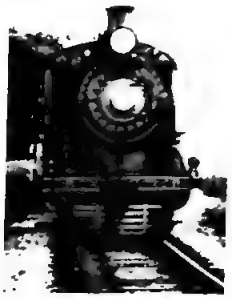

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pretty well. They did a nice job a selecting locations, resulting in lots of action, including all of the classic locations. The coverage is predominantly lineside with some pacing and yard footage, plus the many meets with diesel trains (most of them moving). The video quality is professional, and the narration is clean, informative and accurate. The whole show is well paced and entertainingly presented. Both WB and the UP steam crew should get a pat on the back for this one — M.D.

"Cass Scenic Railroad," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VISA or MasterCard accepted, VHS or BETA, 52 minutes, $29.95 plus $3.00 shipping (Calif. res. add 6.75% sales tax).

The place to see Shays is the Cass Scenic Railroad in West Virginia, and this program covers the many activities at the Cass 1990 Railfan Weekend. The coverage is quite complete, beginning on a sunny Saturday with the traditional "Grand Parade" with three Shays and a Heisler pacing each other on three parallel tracks. After that, the three Shays hauled the loaded passenger train up the 11% and 13% grades (also traversing two switchbacks to gain elevation) with the Heisler-powered authentic skeleton flatcar log train following close behind all the way to the top of the mountain at Bald Knob. Saturday evening featured a Heisler-Shay doubleheader to the night photo session at Whitaker, roughly half way up the mountain. Sunday morning featured a genuine West Virginia light morning rain as a period-dressed trio of lumberjacks board the caboose of the log train as it departs town. The day's excursion had doubleheaded Shays.

Shays are wonderful machines. They are slow with lots of furiously moving things to look at on the engineer's side of the locomotive, and they usually make a lot of smoke and noise. The photographer was sensitive to that, and the footage is impressive and varied, including views from one train looking at the other, close-ups of the machinery in action and good coverage of the switchback operations. The editing is tight, and the tape never really drags — no small accomplishment considering the slow speed of the locomotives. This program also includes a history of the former logging town of Cass as presented in models and still photos by the Cass Museum. All-in-all, it's a very enjoyable program — M.D.

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"The Rise and Fall of the Morris County Central Railroad," by Hopewell Productions, 1714 Boardman-Poland Road, Suite 15, Poland, OH 44514; 800/722-0765, VISA, MasterCard, American Express accepted, VHS or BETA, 40 minutes, $39.95 plus $3.00 shipping (Ohio res. add 5½% sales tax).

One of the favorites of early steam tourist lines was north central New Jersey's Morris County Central. Begun in 1963 running on the tracks of the Morristown & Erie short line in Whippany, N.J., the MCC rostered former-Southern Railway 2-8-0 385 and former-Army 0-6-0 4039, both purchased from the Virginia Blue Ridge Railroad. The line prospered on the Morristown & Erie and attracted national attention when its handsome 2-8-0 appeared in Southern's famous green and gold passenger livery. When track charges by the M&E management of that time got excessive, the tourist line packed up its equipment and moved to an embargoed but scenic portion of the New York, Susquehanna & Western Railroad — a trip which took place in one "move" which took four cold months in snowy weather with the steam locomotives doing much of the hauling. The line prospered little at its new home at Newfoundland, N.J., and eventually economics and mismangement caused its demise in December of 1980.

But during its existence, the MCC was able to put on quite a show at both of its "homes." And it introduced steam to many, myself included. I have many fond memories of watching and riding the MCC trains and was saddened by its demise just as I was reaching the age to volunteer.

Hopewell Productions has put together a complete and well-done documentary of the MCC comprised mostly of color 8mm movies shot by former MCC employees and volunteers combined with on-camera video commentary by MCC's president and founder Earl Gil. The typical and everyday operations are properly included as well as some of the odd occurrences and highlights: like the days when the both M&E diesels wouldn't start and the MCC steam locomotives would do the days work, and the series of excursions on the former-DL&W Gladstone Line. There is also footage of MCC's former-M&E railbus in operation including the use of its self-contained turntable. The program concludes with video of today's NYS&W SD45s hauling stack trains over the once-embargoed MCC route and the still-loyal MCC volunteers preparing 2-8-0 385 for its move to the Little Ferry shop for eventual donation to a local technical school.

The footage here is colorful, sharp and generally steady, and the transfer is state-of-the-art. The narration is very well done and really fits the mood of the tape. Some of the sound is live, while some is dubbed, and other areas feature appropriate background music.

The Morris County Central Railroad in its day was an important part of the preserved steam world, and with the script and material coming mostly from the former volunteers, a finer MCC documentary could not have been produced — M.D.

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Camera Bag

BY JIM BOYD

Velvia and Exposures Revisited

We received a couple of letters about recent CAMERA BAG columns that are too long for FANMAIL but which deserve proper exposure. In the first, James L. MacDonald of Mill Creek, Washington, has some observations on Mike Martin's column about the new Fuji Velvia color slide film that appeared in the November '90 issue:

"Mike Martin's comments regarding the positive aspects of Velvia's performance generally agree with my experience. It is genuinely good stuff. For certain applications, there really isn't anything which will do as well, regardless of format. For those of us who live in the often bleak and stormy Northwest, the vivid greens and saturated reds are most welcome.

"However, before dumping the freezer full of Kodachrome most of us keep, there are a few other factors to consider. First, Velvia is difficult to get. My film supplier, the largest in the Northwest, can't keep it in stock and has a waiting list. The 35mm is the worst, with cut film not much better.

"Also, there is a noticeable variation from batch to batch. I had some of the first lot released, and it was wonderful. ISO right on 50, neutral gray scale, clean whites and blues, etc., just like the ads promised. My current supply has an ISO closer to 35 or 40. Hues are okay, but there is an overall yellowish cast to exposures made in full sun; definitely not as clean as the first lot. Maybe difficulty with the complex technology has something to do with the short supply.

"Further, of interest to you guys who lurk around at night with huge flashbulbs and long exposures, Velvia does not control halation from point source lights nearly as well as Kodachrome. Locomotive headlights, block signals marker lights, etc., will exhibit considerable 'bloom,' especially the reds.

"But it's the longevity question that concerns me most. It is generally accepted that E-6 emulsions have nowhere near the durability of Kodachrome under dark storage conditions. In the *Popular Photography* article referenced by Mr. Martin, researcher Henry Wilhelm suggests Velvia is not even as stable as the other Fuji E-6 emulsions.

"Long-term dark storage is the real issue, not fading from projection. I have Kodachromes made by my father in the late 1930s. They are in good condition today. I also have Ektachromes made by me in the 1960s which are hopelessly yellowed and faded.

"The only sure thing is that, as long as improvements to Kodachrome emulsions and processing are neglected, we'll all be using more and more E-6. And, from the Velvia example, most of that E-6 will probably be Japanese."

Turning to another matter, well-known photographer Alex Mayes from Falls

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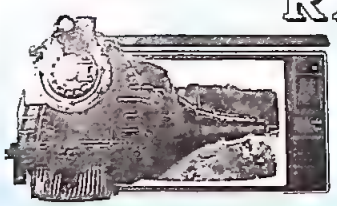

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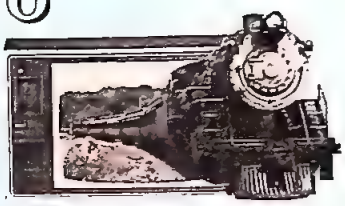

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"THE NORTHEAST CORRIDOR PART I" TRACKSIDE ACTION FROM AMTRAKS SUNNYSIDE YARD, QUEENS, N.Y. TO NEWARK, N.J. FEATURING AMTRAK, LONG ISLAND, N.J. TRANSIT AND PATH TRAINS, TOWERS, STATIONS, TUNNELS, AND BRIDGES. ONE HOUR 33.45

"NEW YORK CENTRAL-READING CO. VINTAGE MOVIES"
1. **"WITHIN THE OVAL"** COLOR, SOUND (N.Y. CENT.)
2. **"THE STEAM ENGINE"** B&W, SOUND (N.Y. CENT.)
3. **"SAFETY AT THE CROSSROADS"** B&W, SOUND (READING CO.)

TOTAL RUNNING TIME ONE HOUR 33.45

"GG-1 VOLUME II" VINTAGE TRACKSIDE ACTION OF THE FAMOUS GG-1 ELECTRICS IN THEIR LAST YEARS OF SERVICE. COLOR, SOUND, ONE HOUR 33.45

"P.R.R. VINTAGE MOVIES" PRODUCED BY THE P.R.R.
1. **"WHAT IN BLAZES"** COLOR, SOUND
2. **"CLEAR TRACK AHEAD"** B&W, SOUND
3. **"GG-1 HEAD-END HIGHLIGHTS"** B&W, SOUND

TOTAL RUNNING TIME ONE HOUR 33.45

"STRASBURG STEAM" LIVE STEAM ACTION ON THE OLDEST OPERATING STEAM RAILROAD IN THE COUNTRY. FEATURES RUN-BYS/CAB RIDE.
COLOR, SOUND ONE HOUR 33.45

"A LOOK BACK IN TIME" P.R.R./READING VINTAGE FOOTAGE FEATURING STEAM WITH SOME EARLY DIESELS AND ELECTRICS. INCLUDES P.R.S.L. FOOTAGE.
COLOR, B&W, SOUND, ONE HOUR 33.45

"THE END OF AN ERA" VINTAGE FOOTAGE OF ERIE, L.V., C.N.J., READING, LACKAWANNA, D&H, RAHWAY VALLEY OPERATING IN NORTHERN N.J. DURING THE 40'S AND 50'S. B&W, SOUND, ONE HOUR 33.45

"RAILROADING IN CANADA" VARIETY OF MOTIVE POWER AND TRAIN CONSISTS ON CANADIAN FREIGHT/PASSENGER MOVES AT MIDWEST LOCATIONS.
COLOR, SOUND, ONE HOUR 33.45

"P.R.R. POWER VOLUME II" ALL VINTAGE P.R.R. STEAM IN ACTION BETWEEN 1946 AND 1956 AT MANY LOCATIONS INCLUDING SOUTH AMBOY, CAMDEN, BALTMORE, PHILA., HORSE SHOE CURVE & ALTOONA.
COLOR, SOUND, ONE HOUR 33.45

"BURLINGTON-NORTHERN E-8 DIESELS" TRACKSIDE ACTION OF "BN" E-8 DIESELS IN PASSENGER SERVICE ON CHICAGO COMMUTER LINES AND CHICAGO UNION STATION AT RUSH HOUR.
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES" FOUR VINTAGE RAILROAD PRODUCED MOVIES.
1. **"PROGRESS ON THE RAILS"** PRODUCED BY THE P.R.R
2. **"FAST FREIGHT"** PRODUCED BY THE A.A.R.
3. **"COAST TO COAST IN 48 HOURS"** BY THE P.R.R.
4. **"SNOW AND STEAM"** PRODUCED BY BRITISH RAILS.

B&W, SOUND, ONE HOUR 33.45

"HIGHLITES" SHORT PREVIEWS OF MOST OF OUR TITLES. THIS TAPE WILL MAKE A UNIQUE ADDITION TO YOUR COLLECTION OR YOU MAY VIEW IT TO DETERMINE CONTENT AND QUALITY OF OUR VIDEOS THEN RETURN IT FOR FULL CREDIT (LESS $3.50 FOR POSTAGE AND PACKAGING) TOWARD THE PURCHASE OF ANY RAILROAD VIDEO TAPE. ONE HOUR, FIFTY MINUTES 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME II" THREE VINTAGE MOVIES PRODUCED BY THE A.A.R.
1. **"SOMETHING FOR EVERYONE"**
2. **"BIG TRAINS ROLLING"** (1952 VERSION)
3. **"225,000 MILE PROVING GROUND"**

COLOR, SOUND, ONE HOUR 33.45

"THE NORTHEAST CORRIDOR PART II" TRACKSIDE ACTION OF AMTRAK'S N.E. CORRIDOR BETWEEN "HUNTER" TOWER AT NEWARK, N.J. TO "UNION" TOWER AT RAHWAY, N.J. FEATURING TRAINS OF AMTRAK, N.J. TRANSIT AND CONRIAL AS WELL AS TOWERS, BRIDGES, TUNNELS, AND STATIONS.
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES, VOLUME III" THREE VINTAGE RAILROAD PRODUCED MOVIES
1. **"THUNDERING RAILS"** PRODUCED BY THE A.A.R.
2. **"OPERATION READING"** PRODUCED BY THE READING CO
3. **"FLIGHT OF THE CENTURY"** (EARLY VERSION) N.Y.C.

B&W, SOUND, ONE HOUR 33.45

"MEMORIES OF THE BALTIMORE AND OHIO" VINTAGE STEAM AND DIESEL FOOTAGE, PLUS THE B&O PRODUCED VINTAGE MOVIE "MEETING THE CHALLENGE" (1946)
COLOR, B&W, SOUND, ONE HOUR 33.45

"TROLLEYS OF PENNSYLVANIA" VINTAGE FOOTAGE DATING BACK TO 1930, FEATURING MANY OF THE TROLLEY LINES THAT OPERATED IN PENNSYLVANIA AT LOCATIONS INCLUDING LANCASTER, ALTOONA, JOHNSTOWN, GREENSBURG, PITTSBURGH, PHILA., NORRISTOWN, READING, HERSHEY, AND ALLENTOWN
COLOR, B&W, BACKGROUND MUSIC, ONE HOUR 33.45

"TRACTION ACTION" FEATURES TRACKSIDE ACTION OF OVER 30 TROLLEY LINES FROM COAST TO COAST BETWEEN 1930-1950.
COLOR, B&W, BACKGROUND MUSIC, ONE HOUR 33.45

"PHILADELPHIA TROLLEYS" A HEAD-END RIDE ON SEPTA'S MEDIA AND SHARON HILL LINES OPERATING OUT OF THE 69TH STREET TERMINAL. PLUS RUN-BYS.
FULL COLOR, SOUND, ONE HOUR 33.45

"TRACKING THE BIG APPLE" TRACKSIDE ACTION OF NEW YORK CITY ELEVATED LINES, METRO-NORTH AT 125TH ST. STATION, AND THE LONG ISLAND RAILROAD.
COLOR, SOUND, ONE HOUR 33.45

"THE HUDSON RIVER LINES" TRACKSIDE ACTION ON THE FORMER NEW YORK CENTRAL (NOW OPERATED BY METRO-NORTH) FEATURING A VARIETY OF METRO-NORTH EQUIPMENT, AMTRAK TURBO AND FL-9, AND CONRAIL FREIGHTS. COLOR, SOUND, ONE HOUR 33.45

"AMTRAK'S HARRISBURG LINE" TRACKSIDE ACTION ON THE FORMER P.R.R. (NOW OPERATED BY AMTRAK) BETWEEN HARRISBURG AND 30TH ST. STATION, PHILADELPHIA, PA FETURING TRAINS OF AMTRAK, SEPTA, AND CONRAIL WITH A VARIETY OF EQUIPMENT
COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME IV" THREE VINTAGE RAILROAD MOVIES
1. **"BIG TRAINS ROLLING"** (1946 VERSION) PRODUCED BY THE A.A.R
2. **"END OF AN ERA"** PRODUCED BY RAYONIER CORP
3. **"ICHABOD, THE MAN WITHOUT A HEAD"** PRODUCED BY THE A.A.R.

COLOR, SOUND, ONE HOUR 33.45

"CLASSIC RAILROAD ARCHIVES VOLUME V" FOUR VINTAGE RAILROAD MOVIES.
1. **"ON THE TRACK"** PRODUCED BY THE A.A.R.
2. **"MILESTONES OF PROGRESS"** PRODUCED BY THE A.A.R.
3. **"TOMORROWS RAILROADS"** PRODUCED BY THE WAUGH EQUIP. CORP.
4. **"EASY DOES IT"** PRODUCED BY THE A.A.R.

COLOR, B&W, SOUND, ONE HOUR 33.45

NEW RELEASES

"CONRAIL FAST FREIGHTS-THE MIDDLE DIVISION" TRACKSIDE ACTION OF FREIGHT AND PASSENGER TRAINS BETWEEN LEWISTOWN AND ENOLA, PA
COLOR, SOUND, ONE HOUR 33.45

"THE ATLANTIC CITY LINE" A HEAD-END RIDE FROM ATLANTIC CITY, N.J. TO 30TH STREET STATION, PHIL. PLUS RUN-BYS AND (B&W) VINTAGE P.R.S.L. FOOTAGE
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PART 2-ATCO, N.J. TO 30TH ST. STA. PHILA.+RUN-BYS. COLOR, SOUND, ONE HOUR EACH 33.45

"CONRAIL FAST FREIGHTS-THE RIVER LINE" TRACKSIDE ACTION OF CONRAIL FREIGHTS ON THE HUDSON RIVER LINE. COLOR, SOUND, ONE HOUR 33.45

"TROLLEYS OF PHILADELPHIA" TRACKSIDE ACTION OF P.C.C. KAWASAKI AND TRACKLESS TROLLEYS IN PHILA., PA. COLOR, SOUND, ONE HOUR 33.45

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COLOR, BACKGROUND MUSIC, ONE HOUR 33.45

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Church, Virginia, relates his experiences with full daylight exposures as outlined in the January 1991 column:

"Concerning exposures in bright daylight, I, also, worked out a formula to obtain properly exposed slides, which is f5 at 1/500th or f6.7 at 1/250th of a second, and this has worked very well for me for the past nine years. Almost *all* railfan photographers I know have the same problem getting correct exposures on sunny days, and by doing a little experiment in *writing down* your results, the f5 at 1/500th formula will usually produce excellent results.

"I found out the hard way about not trusting your light meter on sunny days when I was at Harpers Ferry on the river bank waiting for the Chessie Steam Special to burst from the tunnel and cross the Potomac River bridge in 1978. I took a reading off the trees in the background behind the bridge, and, of course, the light meter said to open up 2½ stops. The trees turned out a little washed out, but the 2101 and the yellow coaches were barely recognizable due to severe overexposure. What a way to learn the lesson!

"I then went out on a sunny day and took many slides at different exposures of various scenes and wrote them down frame by frame. After the results came back I carefully evaluated each one and wrote down the exposures for the good ones: it was invariably the f5 at 1/500th combination. I rarely had an exposure problem after that.

"Regarding using Kodachrome 200 on sunny days — which I avoid whenever possible — I have found, again by experimenting, that the exposure for K200 is exactly two stops down from K64. Therefore, 1/500th at f9.5 (between f8 and f11) will usually be right on the money. I've never tried K200 on snow and hopefully will never have to, but I'll give it another half stop down."

As I've often pointed out, photography is a constant process of shooting and evaluating the results. I thank Jim MacDonald and Alex Mayes for sharing their observations with us.

Railroadiana

BY BRUCE KELLY

What's New?

In the Shore Line's Shadow by L. Peter Cornwall is a 132-page 8½"×11" illustrated history of Connecticut's Danbury & Norwalk Railroad, which was a predecessor of the New Haven. Nine maps and more than 30 reproductions of timetables, tickets, posters and contracts support the 130 photographs (30 printed in sharp, vivid color) of turn-of-the-century 4-4-0s, EP-2 electric passenger motors, RDCs and Metro-North FL9s. Seven chapters cover the D&N's history, and things wrap up with a D&N chronology and locomotive breakdown. It sells as a softcover for $19.95 or hardcover for $34.95 (Mass. res. add 5% tax) from Flying Yankee Enterprises, P.O. Box 595, Littleton, MA 01460.

Saga of the Soo, West from Shoreham by John Gjevre is the first half of a two-volume reprint of a 1973 original covering the history of the Soo Line from Minnesota west to Montana. This 216-page 7½"×8½" horizontal format hardcover contains 340 photos (many in color) plus maps, diagrams and advertisement reproductions. There are a few recent shots, including one of Soo's conventional cab SD60s in the new all-red scheme, but much of the book seems to carry over the material of the original edition. An abundance of depot, engine and passenger car portraits is enhanced by action views of snow fighting on the prairies, F's in Montana and Geeps rolling hopper cars past grain elevators. It sells for $39.50 postpaid (Minn. res. add 6% tax) from John Gjevre, P.O. Box 112, Moorhead, MN 56561.

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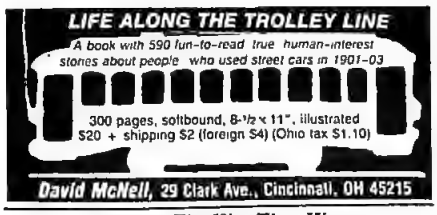
Stagner is *Rock Island Steam Finale: 1947-1954*, a 52-page 8½"×11" album-format softcover dealing with the final years of CRI&P steam. It's packed with nicely-reproduced black & white photos, most of them three-quarter wedge views taken at stations, yards and dead lines. A number of the pictures really grab you, however, like the 2-10-2 plodding past the platform at Davenport, Iowa, with gondolas and boxcars in tow; the 2-8-0 plowing a bow wave through deep water at Keokuk and E7s passing the brick and masonry depot at Hutchinson, Kansas, as a 4-8-4 stands in the clear. A January 1947 steam roster and lists of division steam assignments for 1947, 1949 and 1951 wrap up this look back at the pre-diesel Rock Island, which sells $16.45 postpaid (Neb. res. add 70¢ tax) from South Platte Press, Box 163, David City, NE 68632.

More than 115 full color photos of the Central of New Jersey are given sharp reproduction in John Henderson's 88-page 8½"×11" album-format softcover *Jersey City Westbound*. Except for a few shots by W.J. Brennan, all the pictures are by the author. Baby-faced Baldwins, Train Masters, Geeps, RS3s and Budd cars are all shown working passenger assignments through interlockings and stations and over drawbridges, with the Manhattan skyline often looming in the background. Because it focuses on pre-Aldene Plan commuter operations, the book offers only one notable freight image with a pair of CNJ Geeps waiting to drag their train into E-port while a Pennsy GG1 flashes by on an overpass. *Jersey City Westbound* sells for $29.95 plus $2.50 postage (N.Y. res. add 8% tax) from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358.

British steam tours

During 1991, C.D. Newman of Whistlestop Tours will run conducted tours of the U.K. especially for the steam railfan. As he describes them: "The length of the vacation would be entirely up to you, but it is expected that your stay would be between two and four weeks, as there is so much to see and do. Most of preserved railways' season starts in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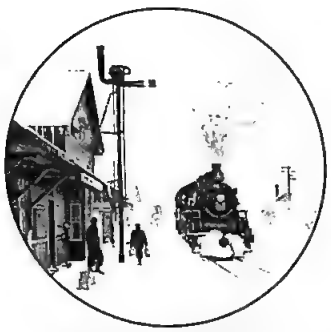

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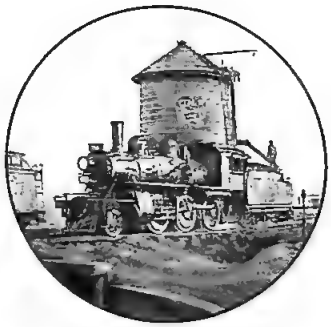

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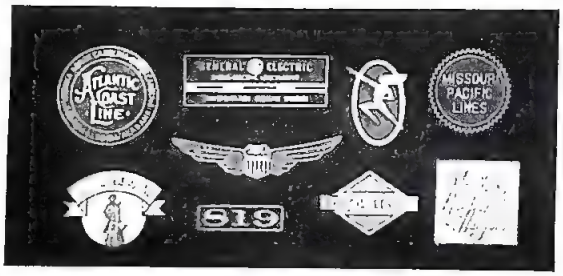

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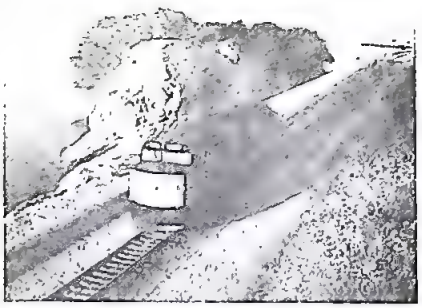

Calendar Call

For the last few years, Amtrak has commissioned paintings by Gil Reid to illustrate its calendar. The "1991 Amtrak Calendar," however, features a color photograph taken by none other than Richard Steinheimer. The 14"×23½" image shows an F40PH and five Horizon Fleet cars on the southbound *San Joaquin*, skirting one of the more pristine shores of California's San Pablo Bay east of San Francisco. Low morning light enhances the details in the eroded rock outcroppings and really glimmers on the diesel's clean nose. The single sheet, vertical calendar measures 23½"×34" and is suspended from a slim metal bar. Amtrak's year-at-a-glance calendar is always a gem, and this year's is no exception. It sells for $5.00, or two for $9.00, three for $12.00, four for $15.00, etc. (ask about substantial discounts on bulk orders) from Amtrak Calendar, P.O. Box 7717, Itasca, IL 60143. Make checks payable to Amtrak Calendar.

The "Salamanca Rail Museum 1991 Calen-

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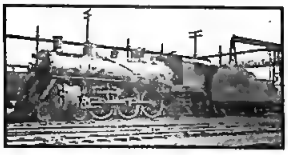
Vol XIV No. 1
available late January



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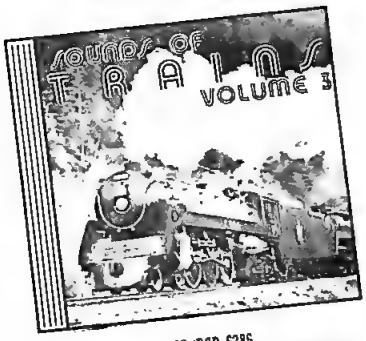

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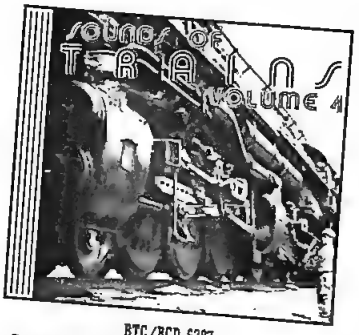

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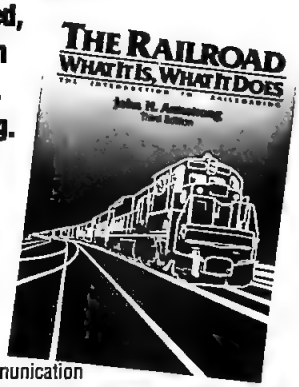

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dar" folds out to a compact 8"×12" and contains a wide variety of historical black & white photos, most pertaining to the Erie. Shown are the 1951 recreation of Erie's first train, complete with 4-4-0; the Erie yard and turntable and BR&P passenger station in Salamanca; an Erie 2-8-4 on the ground; an Erie mixed train; NY&LE C425 1013 leading an excursion; Erie steam lined up at Brockway, Pa.; four B&O EMDs pushing a coal drag in West Virginia; BR&P 2-10-0 504; a turn-of-the-century Shawmut passenger train and Lackawanna FT 601 on its maiden voyage east. Overall black & white reproduction is good, but some images suffer from the condition of older prints. It sells for $4.00 postpaid from the Salamanca Rail Museum, 170 Main Street, Salamanca, NY 14779.

Some classic black & white steam images by John Krause are among the photos in the "Mountain State Railroad and Logging Historical Association 1991 Calendar." Folding out vertically to 11"×17", it portrays a wide variety of engines like Mower Lumber Shay No.4; Brimstone Railroad Shay No.6; a C&O 4-6-0; a Cherry River Boom & Lumber 2-8-2; Ely Thomas Lumber Shays 2 and 3; Buffalo Creek & Gauley's Mack Railbus; Middle Fork Railroad Climax No.6 and Heisler No.7; George Craig & Sons 0-4-0 No.1 with a log train and Greenbrier, Cheat & Elk Shay No.10. There are also shots of tracklaying in the mountains, a log skidder and the interior and exterior of Mower Lumber's sawmill at Cass, all nicely reproduced in this $6.00 calendar (plus $1.50 postage) from Mountain State Railroad & Logging Historical Association, P.O. Box 89, Cass, WV 24927.

Carstens' backyard railroad is portrayed in the "Susquehanna 1991 Calendar," which folds out to 11"×17" with great color photography of NYS&W old and new, from a 4-6-0 and Stillwell coaches at Butler, N.J., and RS1 238 at Susquehanna Transfer in the pre-yellow days to more recent shots of an RS3 on the Lackawaxen & Stourbridge; C430 3000 at Marathon, N.Y.; Rahway Valley GE 70-tonners 16 and 17; a GP18 at Newfoundland; Dash 8-40Bs leading doublestacks; bicentennial RS1 252; yellowjacket F45s with a fantrip at Baird's Lane; a GP38/GP18 lashup taking a Christmas train up Schuyler Street in Utica, N.Y., and restored RDC M-1. It sells for $7.95 plus $1.25 postage from the NYS&W Technical & Historical Society, P.O. Box 272, Netcong, NJ 07857.

Black & white photography by John Gruber illustrates the "Whistle on the Wind 1991 Steam Calendar" from Mid-Continent Railway Historical Society. Folding out to 12"×18," it opens with commentary by Ted Benson, then proceeds with Gruber's camera studies of Southern 4501 leading one of its first excursions into Louisville, Ky., in 1966; an aerial view of a Mid-Continent winter steam excursion; a Milwaukee Road 4-6-0; N&W 2-6-6-4 1218 at night; ex-C&NW 1385 on the Wisconsin & Calumet and on Mid-Continent trackage; Dardanelle & Russellville 2-6-0 No.9 at C&NW's Madison, Wis., station in 1963; a streamlined C&NW Pacific at Baraboo, Wis.; the fireman's view down D&RGW 493's boiler on narrow gauge rails in 1967; Great Western 2-10-0 rolling sugar beets in Colorado and UP 4-8-4 8444 at Dale, Wyo., in 1965. A few of the halftones printed heavy or a bit out of register, but Gruber's work maintains plenty of impact in this $6.95 calendar (plus $1.50 shipping; Wis. res. add 5% tax) from Mid-Continent, North Freedom, WI 53951-0055.

All kinds of classic black & white scenes are offered in the 11"×17" "Western Maryland Railway Historical Society Pictorial Calendar 1991." Subjects include 2-8-8-2s in main line and hump service; an 1892 2-8-0 at Elkins, W.Va.; a Russian 2-10-0 with a local on the C&Pa; Shay No.6 on the Chaffee Branch and various freight and passenger cars. There are diesels too: an RS3, F3s, a GP7, a GE 44-tonner and tugboat L-2 (hey, it's GM-powered!) on the waters of Port Covington. Noteworthy dates from WM history are included in this $4.75 calendar (plus $2.00

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Traction Publications **by Joe L. Diaz**

THE HUDSON RIVER LINE — A History of the Bergen & Passaic Divisions of the Public Service Railway by John Harrington Riley, is a 290-page 8½"×11" softcover that covers in every detail the origin, history and operation of the Public Service Coordinated Transport Company's streetcar lines in its two most northern divisions: Bergen and Passaic. The great scope of this book is the result of an enormous amount of research into the origins of this very complicated New Jersey system. The Paterson horsecar lines began operation on June 20, 1864. The progress of expansion and eventual conversion to the electrification of the horsecar lines was slow and complex in every detail. In a further chapter, the author describes "The Apex of the Paterson Street Car System." With the use of detailed maps (52 pages worth), timetables and an array of early pictures, the reader can follow the story. The decline of the PSRy was unfortuneatly an early one. Motor buses accomplished the management's determination to drastically reduce operational costs, and the subsequent love affair with the All-Service Vehicle spelled doom to these complex street railways. Included are 220 black & white photographs, many of early vintage. The author himself was an early photogrpaher on the scene, and he has drawn from other sources as well for pictures such as the rare views of 7000-series single-truck Birneys. While the majority of photos are of exceptional interest, sufficient care has not been excercised in their reproduction. But, if the reader is interested in detailed history and intelligent narrration of the scene, this work will satisfy. There is, however, no description of the cars, their origins, employment or dispositions, Only their numbers are mentioned in the photo captions. It is available for $27.95 from John H. Riley, 14 Scenic Drive, Oak Ridge, NJ 07438.

Book Reviews

Railway Mileposts: British Columbia Vol. 2, The Southern Routes from the Crowsnest to the Coquihalla, by Roger G. Burrows, Published by Railway Milepost Books, Box 593, Station A, Vancouver, BC V6C 2N3, 152 8½"×11" softcover pages, U.S.$14.95 postpaid for U.S. and foreign orders, CDN$14.95 postpaid plus tax for Canadian orders.

First printed in 1984, this fine book is still available and makes an excellent supplement for those wanting to find out more about the railroading described in this month's feature on CP Rail. Volume 1 dealt with CP's original and northern main line, while this volume covers the southern main line, its associated branches and some U.S. and Canadian lines which at one time competed with CP in southern British Columbia.

Perhaps the single best resource for anyone studying the railroads of the area, the book contains page after page of terrific black & white photos, grade profiles and superbly detailed maps. Photo subjects range from logging Shays and 2-8-0s to FM C-Liners, GP9s and SD40-2s. The front cover's color shot shows SD40-2s crossing the Kootenay River near Taghum, B.C. Maps differ in scale from overviews of the general CP, CN and BCR routes across western Canada to eight-miles-to-the-inch details of each subdivision (complete with sidings, streams and neighboring highways) and half-mile-to-the-inch closeups of mine complexes and mountain loops.

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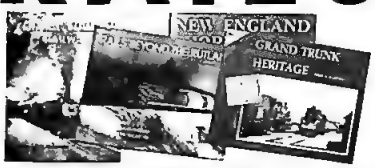

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southern route, author Burrows takes us on a literally mile-by-mile tour of the railroad beginning at the B.C.-Alberta border at Crowsnest Pass. Each of the four main segments (the first one covers from Crowsnest to Cranbrook) opens with its own brief outline and listing of features like bridges, tunnels, stations, grades, horseshoe curves, etc., then proceeds west, describing every structure, named location and relevant landmark along the way. Where the journey encounters an existing or abandoned branch or short line, or where it's necessary to go into detail about the predecessor road's construction, a sidebar interrupts the main text to describe things further. The entire format works great as a guide for railfans who are exploring CP's southern lines by car.

This month's feature "Crowsnest, Cranbrook and Coal" takes a fairly good look at today's CP operations in southeast British Columbia, but I highly recommend this book for those interested in learning more about the history, as well as more about the abandoned sections west of Castlegar where those fantastic mountain grades over the Farron, Molson and Coquihalla summits once trembled beneath trainloads of wood products and ore — B.K.

The Railroad: What It Is, What It Doesby John H. Armstrong, published by Simmons-Boardman Books, 1809 Capitol Avenue, Omaha, NE 68102, 270 6″×9″ pages, softcover, $26.95 plus $2.00 shipping.

For railroad management and operating personnel, for shippers who use railroads, for railfans and certainly for editors of rail magazines and transportation journals, this book should be on the top shelf of your collection of most-used reference tools. This third, revised edition delves methodically, but not overly deep, into just about every aspect of railroad planning, practice, business and hardware.

Complete with drawings and an occasional photo to illustrate key points, Armstrong leads us through 22 chapters on "The Track — Alignment and Structure," "The Locomotive," "The Train," "Signals and Communication," "Terminal Operations," "Rail Passenger Services" and many other aspects of railroading. In short, we are shown why it was deemed better to place the flanged side of train wheels *between* the rails rather than outside them, how some railroads determine routes and ruling gradients based on which way the loads and empties travel, how a yard is laid out to function smoothly and how just about everything else does what it does, and why.

The dynamics of different compositions of rail, ties and other components are defined and compared. E-type couplers are compared to F-type couplers. There are schematics of the basic systems in locomotives which are diesel-electric with d.c. drive, diesel-electric with a.c. drive, diesel-hydraulic and gas/diesel-hydraulic/mechanical. Why do four-axle units haul some trains faster and more efficiently up steep grades than six-axle units? What kind of cars, paperwork, blocking and switching facilities determine how goods are moved from Point A to Point B, particularly if they're to move in the same train as goods destined for Points C, D or beyond?

The chapter on signals discusses the many kinds of signals and grade crossing devices, how their circuits work, what signal aspects mean and what the differences are between *speed* and *route* signaling. Elsewhere, a fictional railroad is used to explain the operating options when running different kinds of trains over different kinds of railroad with varying types of motive power. Some general definitions spell out how train orders can supersede the employees timetable and who's really in charge of whom among the conductors, engineers, trainmasters, terminal trainmasters, road foremen of engines and so on.

Nearly every page of this book contains at least one or two railroad terms or theories which I, like many of us who have never actu-

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ally worked on the railroad, have thrown about while at times not understanding the full textbook background of the word. Even many of the working railroaders out there today know less about the "why" behind all their steel-on-steel actions than one would expect because too much of their job is centered purely on the "just get the job done" demands of the business. Here's one good source for all the answers — B.K.

Jersey Central Lines in Color, by William J. Brennan, published by Morning Sun Books, 11 Sussex Court, Edison, NJ 08820, 128 8½"×11" pages, hardcover, $45.00 postpaid.

One railroad in the Northeast that has sure seen its ups and downs has been the Central Railroad of New Jersey. It was one of the first to began hauling commuters in and out of Jersey City with ferry boat access to New York, and it also held interests in the anthracite coalfields of eastern Pennsylvania. The "Jersey Central" was never a tremendous financial success as it bounced in and out of bankruptcy many times since the late 1800s and seemed to have more "receivers" than a football team. But the railroad wasn't without innovation, and it claimed many firsts, such as the first diesel-electric boxcab in service. In steam days the CNJ was best known for its fleet of 4-6-0 camelbacks in commuter service. Its diesel years represented all builders (except Lima) with a more varied roster than most railroads of considerably larger size. The diesel era turned out to be the favorite of many, including the author of this new all-color hardcover from Morning Sun Books.

"Jersey Central Lines . . ." is a collection of color material from the 1960s and 1970s taken by William Brennan, with additional photos from Bob Wilt and from the author's collection. The latest in a series of vintage "all color" books by Morning Sun, this follows their style of a brief text describing the railroad followed by geographic coverage of the line. The CNJ tour begins at the ferry slips on Manhattan Island, and then moves to the beautiful Victorian Cummunipaw passenger depot in Jersey City, and on to Allentown, Scranton and the west end of the line. The Perth Amboy, Atlantic Highlands, West Side and Port Reading branches are also covered.

The photos really make the CNJ an attractive subject. There is a nice mix of action and roster photography of just about every type of diesel on the railroad, most shot in good light on sunny days, as well as some fine night photos. My favorites are the Fairbanks-Morse Train Masters — the photo of two of them wheeling commuter trains sidy-by-side on the seven-track portion of main line in Newark is breathtaking, as is the vertical view of an H15-44 trundling across the Newark Bay drawbridge with its commuter consist.

The coverage is not all urban and not all passenger trains. While the green SD35s with yellow nose stripes are universal favorites, there are also lots of units from the green "toothpaste stripe" era, with a few "Red Barons" thrown in. The Babyface Baldwin DR44-15s are here, as are the RS3s GP7s, SD35s and GP40Ps and those "steadily depressin' low-down mind-messin' CNJ SD40 blues" from the B&O.

The CNJ was also known for hosting trains from the B&O and Reading, and the best of those are here also, from B&O F-units and SD40s to Reading's FP7s and fantripping T1 4-8-4 2102. And for the hardcore diesel spotters, a photo on page 104 of a clean Baldwin RS12 proves that the CNJ did paint the toothpaste stripe through the front grilles.

Morning Sun Books spares no expense in the production of its books. The four-color negatives and printing here are state-of-the-art, and the layouts are generally clean and uncluttered. Maps, timetables and other spot art keeps the pages interesting. No one interested in the CNJ will want to miss this fine effort — M.D.

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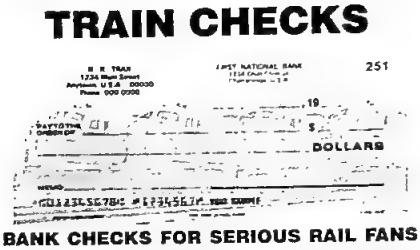

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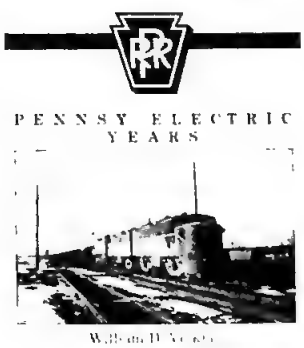

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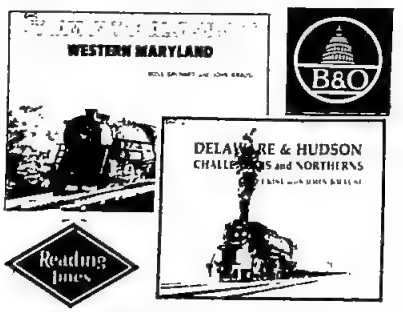

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Transit Currents

New Doubledeck

Time was when commuter rail service needed to increase capacity, one of the things to do was to electrify it. Boston's commuter rail service, operated by the Massachusetts Bay Transportation Authority, certainly needs to increase capacity, and some day it may be electrified. For now, however, it is doubledecker commuter cars that are being put into service to boost capacity. The arrival of the new cars is complemented by purchase by MBTA of eight rebuilt diesel locomotives.

The new doubledecker commuter rail cars were manufactured by Kawasaki Heavy Industries of Tokyo, Japan, in conjunction with Nissho Awai American Corporation. The cars went through final assembly at the General Electric plant in Pittsfield, Massachusetts. The cars feature high- and low-platform boarding, large panoramic windows, four wheelchair-secure spaces on each coach, electric air conditioning and heating and a modern public address system. There are five seats in each row with three seats on one side and two on the other.

The control cars (for use in push-pull service) have 175 total seats, with 86 on the upper level, twelve in the middle level and 77 on the lower level. The so-called blind cars have 185 seats; these cabless cars have 86 upper-level seats, 86 lower-level seats and twelve middle-level seats. The 75 doubledecker commuter cars will be a tremendous shot in the arm for Boston's commuter service. Each car is 85'-4" long, 15.5 feet high and 10 feet wide and weigh between 126,000 and 131,000 pounds. August 1990 saw the first four test coaches delivered. The last coach is supposed to be in MBTA's hands by December 1991. Thanks to Norton D. Clark for the news.

Important Los Angeles News

Los Angeles will be a major rail transit center by the year 2000. The purchase of 177 miles of rights-of-way on October 12, 1990, from the Southern Pacific Transportation Company by Los Angeles County is a major step toward rail transit provision in the Los Angeles area. The SP sold the rights-of-way and adjacent land for $450 million, which is 40% less than the original asking price. It is expected the sale will be made final by late spring of 1991.

The railway rights-of-way are not only potential commuter rail lines, they may also be used by expansion and extension of the Red Line rapid transit system and the Blue and Green line light rapid transit systems. This is potentially the biggest rail news of any city in the United States for the decade of the '90s. Scores of commuter trains will be operating daily out of Union Station.

Meanwhile, the idea of running a magnetically levitated train between Los Angeles International Airport and Palmdale resurfaced in early October 1990. The line would start from LAX and travel in the median of the San Diego Freeway, stopping off at the Marina Freeway, Wilshire and Victory boulevards and the Simi Valley Freeway.

The idea of a different kind of transit also has some appeal for Burbank. With an eye toward relieving congestion, proposals have been put forth for a $158-million monorail system connecting Universal City with beautiful downtown Burbank. What is envisioned is a monorail system similar to those at California's Disneyland and Florida's Walt Disney World, which would eventually connect Burbank's three major employment districts in order to reduce crosstown commuter traffic by providing an alternative to surface streets that touch on gridlock in many places.

Meanwhile, south of Los Angeles in Orange County, additional commuter rail service is being proposed. Up to eight additional trains would supplement the service already offered under the auspices of the Orange County Transportation Commission. The eight additional trains would see northbound and southbound trains on 20-minute headways during the peak hour; the base period headways would be hourly. The Santa Fe line used by Amtrak's *San Diegans* between Los Angeles, Oceanside and San Diego already includes stops at San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim and Fullerton. New rail stations would be built at Norwalk, Commerce, Mission Viejo, Tustin, Orange, Buena Park and Oceanside.

The $2.2-million fire in an unfinished section of the Metrorail subway on July 13th, 1990, has been attributed to a cutting torch. The inner walls of the tunnel are backed up by a wooden lagging. A cutting torch flame or hot metal may have lodged in this wood. A plastic liner, which is part of the regular construction process, may then have been placed over the timbers, which then concealed the embers. Fire experts estimate that the fire could have smoldered for as long as twelve hours before bursting into flame and destroying a 750-foot stretch of tunnel beneath the Hollywood Freeway. Many thanks to John Allen Lee for the information.

Washington Red Line Extension

September 22, 1990, saw the opening of additional Washington Metrorail stations along the Red Line north of Silver Spring into

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Cars for Boston

Maryland. A number of correspondents have sent in more information about this opening and the service expansion.

There is some concern about fire safety at the Forrest Glen Station. The station is 200 feet below ground and is the deepest in Washington Metro's planned system of 103 miles of rail transit. Access to the station is by elevator rather than by escalator. The Wheaton Station escalator is 230 feet long and is the longest in the Western Hemisphere.

Metrobus will serve these two stations with 31 new or revised bus routes. The Wheaton Station has a 600-car garage owned by the county and an 800-car garage owned by Metro; the latter will open in 1991. According to Dharm Guruswamy, Metro expects the two stations to generate more than 22,000 riders by the spring of 1991.

Meanwhile, across the Potomac in Virginia, the Commonwealth Transportation Board pledged that profits from the Dulles toll road will be used toward the construction of a new rail line that would tie Dulles Airport to the Washington Metro system. The line would run from near the Tysons Corner station on the Metro Orange Line to the airport. The airport toll road now generates a surplus of about $10 million a year. Early on, there will be improved express bus service, and as there is more surplus from the toll road, a larger proportion of that surplus will be devoted to transit. Thanks to Marion J. Zych, Mel Vineyard and Dharm Guruswamy for the information.

Flashes

Via Metropolitan Transit in SAN ANTONIO was selected as the best transit system in North America by the American Public Transit Association. Via is now discussing the operation of a shuttle train along a Southern Pacific line from downtown San Antonio out to a new theme park in Fiesta, Texas. That service would get underway in the early part of 1992. It could be the beginning of a commuter service, but more likely is a candidate for light rail. Some of the possible routes for light rail are the Alazan Creek corridor, Commerce Street West toward Sea World or along Interstate 10 West. Thanks to Carl Lehman for the news.

Michael Lennon sends news that DENVER is apparently on the verge of approving a light rail line that would run from downtown to Stapleton International Airport via 35th Avenue and Martin Luther King Boulevard. Finding the money is, of course, always the problem, and it may indeed have been solved by the time you read this.

NORTON D. CLARK

DOUBLEDECK commuter cars were introduced to the Massachusetts Bay Transportation Authority service in August 1990. On September 1, cab car 1701 led a test train at Boston's South Station.

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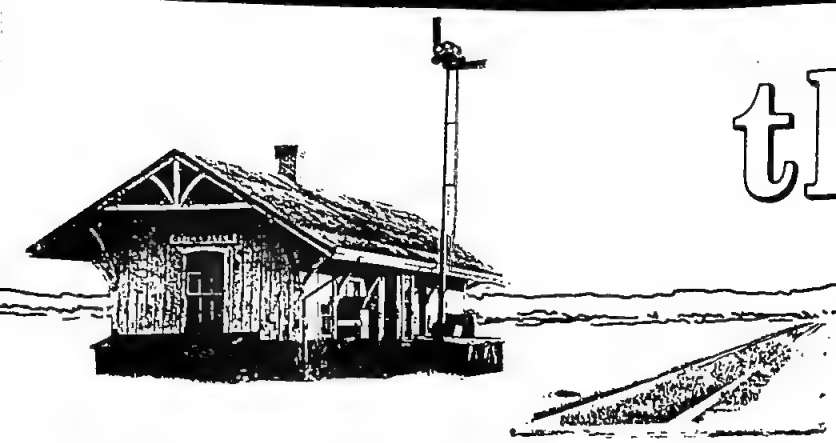

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NO MORE BULLETS! The last two active Brill Bullet cars on SEPTA's Norristown High Speed Line were finally retired from revenue service. On Sunday night October 28, 1990, a group of transit industry employees from around the country chartered cars 209 and 206 for a special late-night trip over the P&W between 1:00 a.m. and 5:00 a.m. While at Bryn Mawr, one of the cars developed a problem, which enabled photographers to capture a final "in service" night photo. After completion of the trip, both cars were officially retired, marking the end of an era on SEPTA's former-Philadelphia & Western lines. The evening before the P&W outing, the same group also chartered a PCC car to tour the R-23 route in the North Philadelphia area.

SEPTA is not scrapping the Brills but is making them available to interested parties by way of auction. Reportedly there will be another offering in early 1991. Thus far, Bullet car 205 and two ex-P&W "work motors" have gone to the Rockhill Trolley Museum in Orbisonia (adjacent to the East Broad Top Railroad), and center-door "broad-gauge" car No.73 (originally from the Media and Sharon Hill lines) went to the Arden Trolley Museum in Washington, Pa., near Pittsburgh.

While the Bullets have been retired from revenue service, SEPTA on occasion has used one in "sander" service during wet weather and in the fall leaf season, as the former subway cars now in service do not have effective sanders. Also, two "Strafford" cars will also see occasional movements; car 162 has become the P&W shop switcher at 69th Street, and car 164 is being modified to spray a brine/salt solution to prevent icing of the third rail. Employees dubbed it the "pickle car," replacing an older piece of equipment of the same nickname.

TRANSCISCO TOURS On Friday, December 7, 1990, the *Sierra '49er Express* luxury train made its first run between San Jose, California, and Reno, Nevada. Blue & red F45s 1001 and 1002 (ex-BN units) pulled the consist of a HEP car and seven revenue cars via SP's line over Donner Pass. The train returned west on December 9 (page 2).

Transcisco Tours is investing nearly $10 million in the ambitious cruise train operation, which began with twice weekly runs from San Jose to Reno. Three ex-BN F45s, including Doyle McCormack's famous *Daylight*-colored 743 (February '91 RAILNEWS), have been purchased to power the trains. Transcisco owns 19 former SP gallery commute cars, with eleven undergoing complete rebuilding at the Bob Steele facility in Tillamook, Oregon. In addition, four luxury domes were purchased from the Wisconsin Southern dinner train to be joined by cars leased from the *American European Express*. Passengers destined for the ski slopes or resorts in the Lake Tahoe area leave the train at Truckee, 33 miles west of Reno, to ride buses to their destinations. Dinner trains running San Jose-Salinas on Thursdays and Reno-Truckee on Saturdays are being planned to utilize the equipment during layover days.

CEO Mark Hungerford described Trascisco's plans for the future, and they contain some surprises. A Los Angeles-Las Vegas train is scheduled to start operations in September 1991. A loop tour involving both trains is planned for 1992. Finally, Transcisco, along with another unnamed sponsor, is in "preliminary negotiations" with the California State Railway Museum to fund the rebuilding of Santa Fe 2925, the huge 4-8-4 now stored at Sacramento. The 2925 would be used six to eight times per year by Transcisco on their regular runs or on proposed cruise trains to other destinations.

The tours require about 70% occupancy to break even, and initial response has been greater than expected. A publicity blitz resulted in the train being featured on national television. Fares for the San Jose-Reno train start at $239.00 round trip for a three-day/two-night tour. Fares include a gourmet meal served on the train in each direction and lodging in Reno or Lake Tahoe. For more information, phone Transcisco Tours toll-free at 800/675-4937 — HAL LEWIS.

ARIZONA CENTRAL On November 24, 1990, the Arizona Central Railroad inaugurated excursion service from Clarkdale, Arizona, to Perkinsville through the Verde River Canyon on former Santa Fe branch trackage southwest of Flagstaff. The train serves a wilderness area that is inaccessible by motor vehicles. Painted in AZCR's sand & turquoise scheme, it consists of ex-Santa Fe GP9 2278 (page 2), three coaches, two flatcars rebuilt as open excursion cars and ex-AT&SF caboose 999373. Two of the coaches are equipped with 80 seats each, while a third has been rebuilt into a first class lounge.

In addition to the ex-AT&SF GP9, AZCR has leased Great Western Railway (nee-WP) GP7s 703 and 705, and Michigan Northern GP7 1604, still in red & white TP&W colors, is in the Clarkdale roundhouse being repaired. The 38-mile short line began service in April 1989 (September '89 RAILNEWS), hauling primarily cement between Clarkdale and the Santa Fe interchange at Drake — RICHARD P. CAMPBELL.

AMTRAK'S BACK BAY DERAILMENT On Wednesday, December 12, 1990, at 8:30 a.m., Amtrak's eastbound Train 66, the *Night Owl*, derailed on a curve and hit an eastbound MBTA commuter train on an adjacent track at Back Bay station, the last eastbound stop before South Station in downtown Boston. Though the exact reasons for the accident had not been determined at press time, it is apparent that the Amtrak train went into the 30 m.p.h. curve too fast — reports say 77 m.p.h. The Amtrak F40 derailed on the curve and rammed into the MBTA F40 which, luckily, was on the "south" end of the train. In all, 264 people were injured, but that could have been worse had the push-pull MBTA train been running with the cab-car trailing. The commuter train had roughly 900 passengers and the *Night Owl* about 190.

The Northeast corridor drops immediately from 100 m.p.h. to 30 m.p.h. only a half-mile before the curve at Back Bay. The engine crew claimed that they applied braking at the Ruggles Street signal, roughly 6380 feet west of Back Bay station, and "were not getting the braking action they expected." The train derailed about 500 feet west of the station.

There were two people in the locomotive cab at the time; the man at the throttle making a qualification run, plus the regular engineer. Both were hospitalized, and no drugs or alcohol were found in their systems. The NTSB is investigating the Back Bay incident should have their findings soon.

TEXAS NORTHEASTERN On October 22, 1990, the Texas Northeastern Railroad began operating 165 miles of former-Texas & Pacific (most recently UP) trackage running due east and west between Texarkana and Whitesboro, Tx., plus a 13 mile former-Katy line to Dennison, Tx., leaving the TNER main at Sherman near the west end. The company is owned by Rail-Tex, a San Antonio-based company that operates at least 15 short lines around the country including the Mid-Michigan and the Georgia Southwestern.

The TNER should be a promising operation, as Union Pacific reportedly hauled more than 11,000 cars during its last full year of operation. The TNER shops are based in Sherman, and the radio frequency is 160.815. The railroad has five locomotives: former-Santa Fe GP7u's 2153, 2166 and 2219 and SSB1200s 1229 and 1237. The first unit to sport the road's red & gray livery was GP7u 2166 (see page 2), painted at National Railway Equipment in Dixmoor, Ill. SSB1200s were rebuilt by the Santa Fe from SW9s, and the TNER pair came from the San Diego & Imperial Valley. The 1237 also briefly wore the lettering of Rail-Tex subsidiary Texas & New Mexico Railroad.

ILLINOIS CENTRAL WANTS BACK MIDSOUTH The newly independent Illinois Central Corporation has made a bid to acquire MidSouth Corporation in a stock swap with an estimated value of $49.6 million. What makes this offer interesting is that MidSouth was one of the first big "regional" rail sales in the era of downsizing. The seller was Illinois Central.

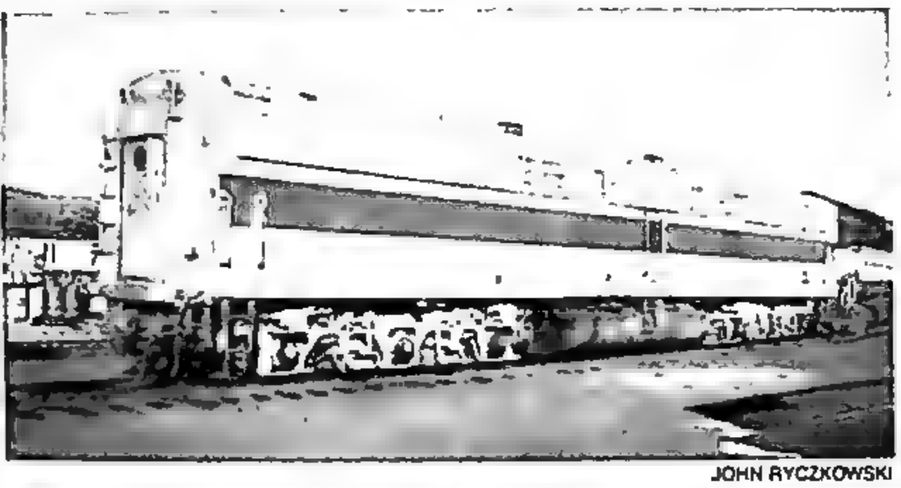
Back when the ICRR was part of IC Industries, now Whitman Corporation, the railway decided to concentrate on its north-south "Main Line of Mid-America" and sell off its light density lines, mostly of former-Gulf, Mobile & Ohio heritage. One of the first was the Shreveport-Jackson-Meridian east-west route and the Corinth-Meridian-Mobile north-south line. These became MidSouth, SouthRail and MidLouisiana Rail Corporation. In 1988 all were merged into MidSouth, totaling roughly 1150 miles.

Illinois Central became an independent railway again in 1989 when

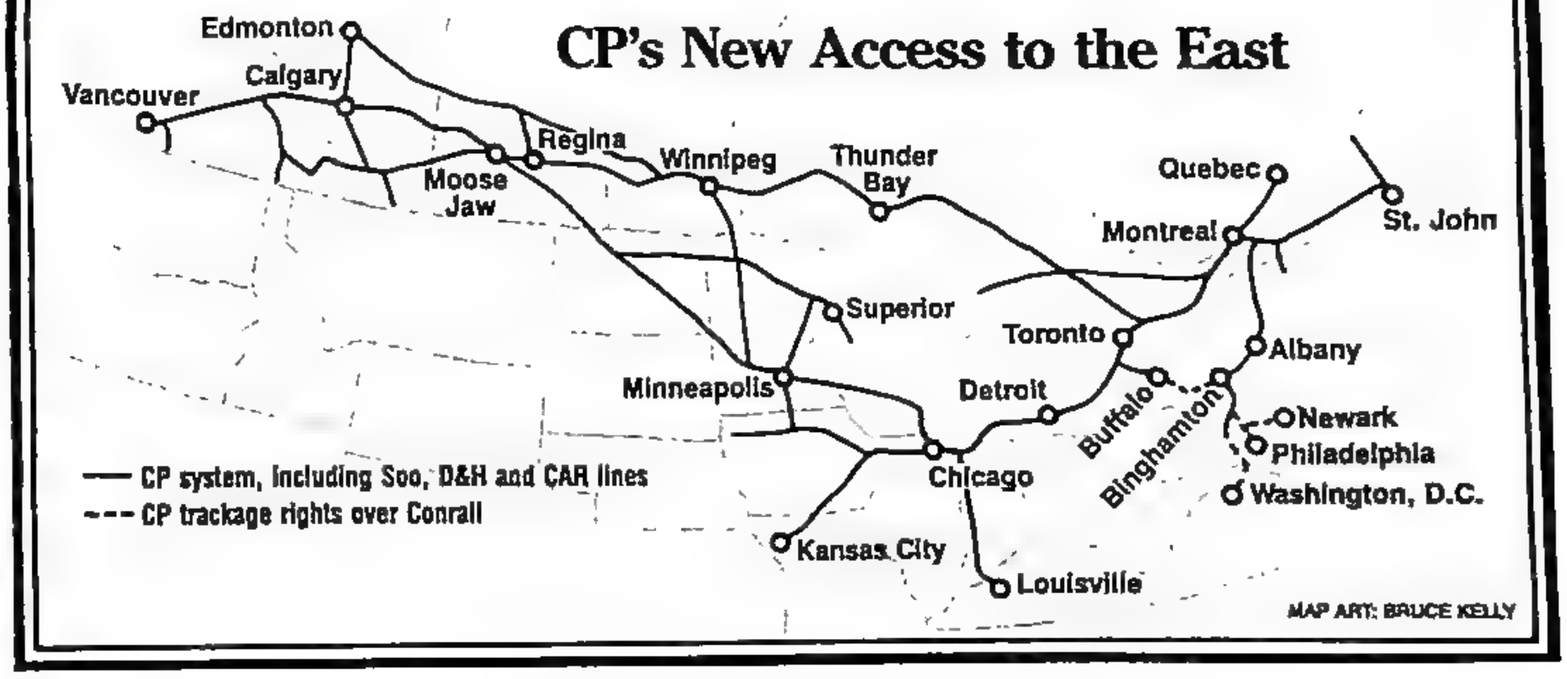
JIM KELLY / LIGHT NG CHUCK LEOPOLD

NO MORE BULLETS ran on SEPTA after this October 28 special, shown at Bryn Mawr, Penna.

AN E9B FOR THE UP came from the Feather River Rail Society at Portola, Calif., (below).



JOHN RYCZKOWSKI



it was spun off from IC Industries. MidSouth stock has fallen to less than half of its previous-twelve-month high of $13.00, which perked the interest of its former owners. MidSouth has been a leader in labor contract liberalization and has a proprietary computer program for data processing which is being jointly marketed with IBM. If IC reacquires its old lines in Louisiana, Mississippi, Alabama and Tennessee, it will add 1200 miles of railroad and tap a traffic base that includes paper, forest products, feed, chemicals, tires and steel. It will also become a bigger player in the mid-America transportation picture, just like the IC of old — WALTER APPEL.

AN E9B FOR THE UP In the holiday spirit of giving, the Feather River Rail Society has given the Union Pacific Railroad former-Alaska Railroad E9B steam generator car P-7, originally built in 1955 as UP E9B 970B. It will join UP executive E9As 951 and recently-acquired 949 (Metra 511). The UP plans to make the 970B an operational locomotive again.

Amtrak bought the 970B in 1970 and renumbered it 468. The ICG Paducah Shops converted it to a heater car in 1975, when it was renumbered 1919, later changed to 669. The Alaska Railroad purchased two converted E9Bs (both ex-UP) in the early 1980s, numbering this one P-7. The ARR retired the P-7 in 1989 and sold it to the FRRS at the Portola Railroad Museum in California.

Meanwhile, the FRRS, the San Diego Railroad Museum and Pacific Northwest Chapter NRHS together purchased Oregon & Northwestern Baldwin AS616s 1, 2, 3 and 4. All are still on the O&NW at Hines, Oregon, and landlocked by over 300 miles. We'll have more details in the next issue.

CPR 4-6-2 1201 The Bytown Railway Society organized two interesting excursions out of the National Museum of Science & Technology in Ottawa, Ontario, on some freight-only trackage during October 1990 using CPR 4-6-2 1201. The October 7 "Autumn Valley Express" ran west to Pembroke, while the October 14 "Glengarrian" trip ran east to Hawkesbury. Among the highlights of the Hawkesbury run was a powerful photo runby at Vankleek (page 68). It's reported the 1201 is in need of routine tube and bearing work, which might keep her out of service through much of 1991, though the work could be done fairly quickly if an opportunity to run should arise.

CP's EAST COAST ACCESS On December 13, 1990, a tentative agreement had been reached which would allow CP Rail the trackage rights it needs over Conrail in order to finalize its acquisition of the Delaware & Hudson. Pending final agreement on the details, CP, which has been operating the D&H under an emergency service order since July 1990 (November 1990 RAILNEWS), hoped it could begin running its trains directly through from Canada onto the D&H at Buffalo, New York, by January 1, 1991. The Buffalo gateway was the key to the rights agreement, as it lets CP use Conrail's track from the border crossing at Niagara Falls east into Buffalo, creating new east-west access to yards and seaports at Newark, Philadelphia and Washington, versus the longer haul via Montreal and Albany. Conrail at first thought such access would be too competitive, but now Wall Street analysts and some rail officials don't see the arrangement as a serious threat to Conrail's interests. Except for the new international connection at Buffalo, CP's trackage rights over

Conrail would duplicate those which D&H had used west of Binghamton, N.Y., and south of Scranton, Pennsylvania. What's different is that CP also has an option to buy some or all of Conrail's Southern Tier line between Buffalo and Binghamton. Because the Southern Tier can't clear higher capacity doublestacks and its track needs to be upgraded, Conrail routes most of its traffic over the ex-NYC Water Level Route via Albany or the ex-PRR main through Pennsylvania, and it would just as soon be rid of the redundant route. Eager to protect its use of the Southern Tier from Campbell Hall west to Binghamton, the New York, Susquehanna & Western has already begun talks with CP Rail, and it's rumored that CP could eventually send more of its Newark traffic via NYS&W's line over Sparta Mountain rather than the circuitous route through Scranton and Allentown.

LAKE MICHIGAN's LAST CARFERRY November 16, 1990, saw the suspension of the last rail carferry service on Lake Michigan — perhaps for the final time. Michigan-Wisconsin Transportation, which took over the former Pere Marquette service out of Ludington, Michigan, from Chessie in 1983, announced the embargo effective after the November 16 round trip to the Green Bay & Western connection in Kewaunee, Wisconsin. MWT President Glen Bowden cited the loss of the carrier's insurance coverage due to incidents of the company's ferry *Badger* "bottoming out" in Kewaunee Harbor as the reason for the suspension of service. This is the first time in 98 years that Lake Michigan has been without rail ferry service for any length of time, except during coal strikes.

Only a few fans and local media were on hand for the *Badger*'s final sailing. Rain fell as CSX GP40 6626 spotted five loads and three empties onto the ferry for the last westbound trip in the morning. For the last eastbound journey, GB&W provided five cars. After these were loaded onboard the *Badger* by C424 — bedecked with a banner reading "Last Train to Carferry After 98 Years" — the ferry departed that evening for Ludington. By 8:30 she was tied up, her boilers cold.

There is a possibility that the service will resume in the spring, but service to Kewaunee appears to be finished in any case. MWT has an agreement with Fox River Valley Railway to begin service to the former C&NW slip in Manitowoc. However, implementation would depend on completion of repairs to the slip, which has been unused since Chessie pulled out in 1982.

Elsewhere, the last rail carferry between the N&W at Detroit and the CN at Windsor was run on October 1; this service began under the Wabash and Grand Trunk in 1912. Detroit-Windsor carferry service is still handled through CP Rail — DARREN STRUBLE.

RAILFAIR '91 Itineraries for the ferry moves of SP *Daylight* 4-8-4 4449 and UP 4-8-4 844 and 4-6-6-4 3985 to and from Sacramento for Railfair '91 have been firmed up, with public excursions being offered on some segments. See TIMETABLE for currently-available details.

The 3985 and 844 will doublehead out of Cheyenne on April 17, running via Salt Lake City (where the 3985 will make side trips north to McCammon, Idaho) and Feather River Canyon to arrive Sacramento April 27. UP's doubleheader will return east during May 13-19. SP 4449 will depart Portland on April 27 and arrive Sacramento April 28. It will run a public excursion to Oakland on May 13, with private SP charters on May 25-26. The 4449 will return to Portland with a public excursion out of Oakland via Sacramento between May 31 and June 2.

Pending completion of its restoration, Santa Fe 4-8-4 3751 is scheduled to run Los Angeles-Barstow-Sacramento April 29-May 1 and return May 13-15. Also in the works is a possible doubleheader with CN 6060 and BCR's *Royal Hudson* 2860 south out of Calgary via Golden, Cranbrook, Spokane, Wishram and Bend. Watch RAILNEWS and TIMETABLE for further developments.

BRAZIL's 2-10-4s Reports indicate that Brazil's "2-10-4s of Tubarão" will be reboilered and put back into service by the government-owned, meter-gauge coal hauler Dona Teresa Cristina. The 13 U.S.-built (twelve Baldwin, one Alco) Texas types, described in the September '79 R&R as the most American-looking steam engines outside the U.S., have been out of service since 1984 due to excessive corrosion of their boilers. The railroad has wrestled with the long-range decision on motive power since that time. Older GM diesels and second hand 2-10-2s have been operating on the 66 miles of main line and 27 miles of mine spurs (1985 figures). If the plans are fulfilled, the Teresa Cristina will have the 13 2-10-4s in service sometime in 1992 or 1993. Meanwhile, a 90-ton 2-8-2 still switches the Tubarão yard, and a 2-6-6-2 is being rebuilt for excursion service as time allows — HAL LEWIS.

GN RS3 229 As part of an $825,000 visitors center, the City of Schenectady has placed former-Great Northern RS3 229 on display in a small park downtown on Nott Terrace adjacent to the Schenectady Museum not far from Town Hall. The City feels the vintage diesel represents the Alco Locomotive Works, an important part the City's industrial heritage. Because of the presence of the Alco Locomotive plant and General Electric (lighting products), the Albany *Times Union* says Schenectady was "known for years as the city that lights and hauls the world." General Electric is expected to participate in the visitors center. GE's Schenectady works, however, had little to do with the locomotive production facility in Erie, Pennsylvania.

The RS3 was originally built in 1953 as GN 223 and was traded in to GE. In 1968 it went to Sam Pinsley's St. Johnsbury & Lamoille County, Montpelier & Barre and Pioneer Valley railroads wearing No. 203 on all three. It went to the Mohawk & Hudson Chapter NRHS in 1983 before being acquired by the City. The cosmetic restoration was done at the Colonie Shops by a local body and fender shop. After completion, the 63-ton RS3 was hoisted onto a flatbed heavy-haul trailer for the roughly six-mile trip from Colonie Shops to the display sight by John M. Mullins Rigging & Hauling of Green Island, N.Y.

GN NW3 181 The Stumptown Historical Society of Whitefish, Montana, has placed its Great Northern NW3 181 on display on the house track west of the Whitefish depot. Cosmetic restoration of the unit was completed in Whitefish in November 1990. It had been sandblasted in mid-1989 and gradually prepared for the paint work which was done in October and November 1990. The original GN colors of Pullman green and Omaha orange were applied with paint donated by Burlington Northern. The society also owns the old Whitefish depot and is presently remodeling and restoring it to former GN colors of 1927. BN, which sold the depot, still occupies the second floor for its Whitefish offices.

The NW3 was built in March 1942 by EMD. Only seven of the boiler and road truck equipped 1000-h.p. units were ever built, and all were owned by the GN (5400-5406 / 175-181). The 181 was sold in August 1965 to the Anaconda Aluminum Company in Columbia Falls, Montana, for switching rail cars in their plant. They painted the unit in company colors of blue & gray and numbered it 900. Columbia Falls Aluminum, the successor to Anaconda Aluminum, donated the NW3 to the Stumptown Historical Society in 1988. Only minor work would be needed to get it operational again — KENNETH GOOD.

GRAIN SILOS The November 30, 1990, dedication of Amtrak's new station at Montgomery, Alabama, was hardly the opening of just another glass-enclosed shack. In fact, the station is probably the sturdiest, and perhaps weirdest, on Amtrak's system. It was built inside the heavy concrete walls of a cluster of disused lineside grain silos. A few sections of the structure were cut away to create windows and doorways, but otherwise it remains intact. Anyone who visited Montgomery's now preserved Union Station with its handsome trainshed will likely remember the grain elevator which was located a short distance up the track.

The best-known of similar conversions of concrete grain silos is the huge Quaker Square Hotel alongside the old B&O main line in Akron, Ohio, with its adjacent railroad-theme restaurant. There is also one at Valencia siding in Irvine, California, on Santa Fe's Surf Line, where a bank of concrete grain silos and an adjoining produce packing plant there were renovated as a motel and shopping complex (putting any guests with a south-facing window within a few yards of Amtrak's 90-m.p.h. *San Diegans*).

KODACHROME JIM SHAUGHNESSY

GN RS3 229, cosmetically restored for display, stands on a short stretch of track at the Schenectady (New York) Museum on December 1, 1990. The Alco is among the items which the museum feels represent the town's heritage.

KODACHROME KENNETH GOOD

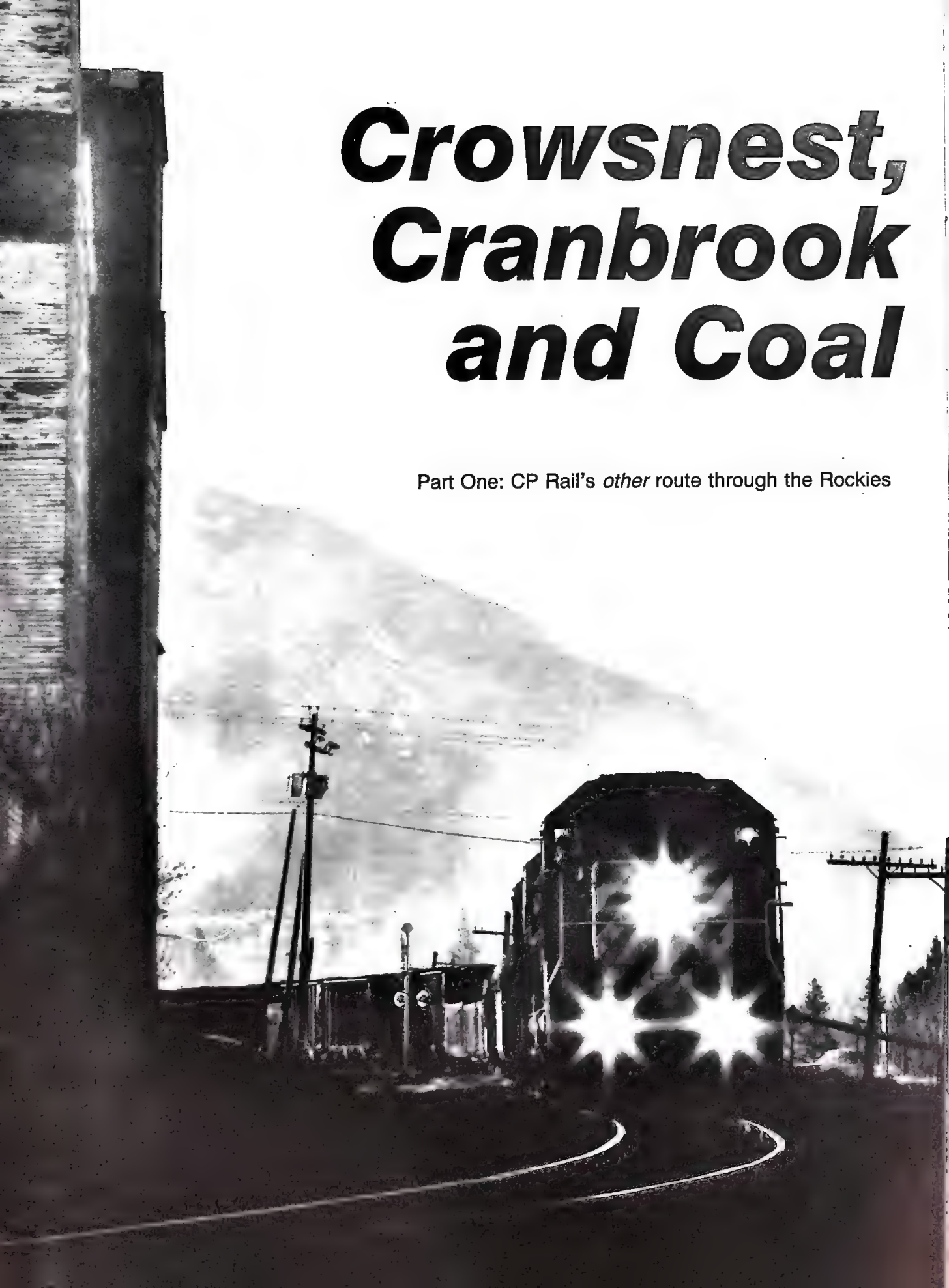
GN NW3 181, recently restored to its original appearance, shows off its fresh paint (right) on November 19, 1990, at Whitefish, Montana, where it's now on permanent display.

TWO FUJICHROMES JOHN L. GIESKE

GRAIN SILOS have been converted into a new Amtrak station at Montgomery, Alabama, which was dedicated on November 30 as the northbound *Gulf Breeze* made its stop (below). On December 1, the Breeze arrived there with office cars (inset).

Crowsnest, Cranbrook and Coal

Part One: CP Rail's *other* route through the Rockies



PHOTOGRAPHY BRUCE KELLY

by Bruce Kelly

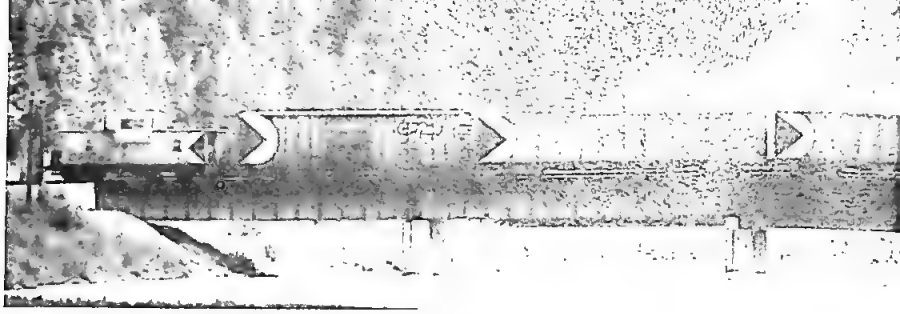
AIR HORNS blare and headlights glare at 7:31 a.m. on April 5, 1990, as CP Rail Train 981 (**left**) passes through Creston, British Columbia, its trio of GP38 and GP38-2 units still in dynamic braking after descending 20 miles of 1.25% from Goatfell. This morning's run from Cranbrook west 138 miles to Nelson portrays essentially what's left of the trains and trackage that once made up Canadian Pacific's southern main line to the West Coast. By the time CP drove the last spike in its more northerly, original main line across Canada in 1885, silver, copper, lead and zinc deposits had been found in south central British Columbia, as well as coal in the southern tip of the Canadian Rockies. Though CP was planning a second and more southerly route (diverging from the main line at Medicine Hat, Alberta) to tap these minerals and possibly continue west to the Pacific, it put off the project because of sheer expense. The north-south alignment of the mountains in southern British Columbia posed a mighty obstacle for the CP, but there was little to stop American companies — most of them affiliates of the Great Northern — from building north across the U.S.-Canada border, and build they did.

Desperate to head off the GN invasion, CP made a deal with the Canadian government which would subsidize about one third of the cost of laying track west from southern Alberta to the heart of the mineral strikes at Kootenay Lake. In exchange for the governmental support, CP agreed to eternally offer low shipping rates for goods traveling west on the new line; the Crowsnest Agreement, or Crow Rate (so named for the costly construction over the Rockies at Crowsnest Pass), mandated a mere half-cent per ton-mile rate for westward grain. By the turn of the century, CP was already fighting to end the Crow Rate, and it wasn't until 1983 that Canada granted a repeal, allowing the railroad to charge a more profitable, modern sum for shipping grain.

Having reached Kootenay Lake in 1898 under the charter of the British Columbia Southern Railway, CP pushed west past Nelson to finally link up with its original main line at Spences Bridge in 1915 and at Hope in 1916. Built largely by the Kettle Valley Railway, the western half of CP's southern route tamed rugged mountain passes with 2.2% hills involving zig-zag horseshoe loops, curved timber trestles and grades and tunnels carved out of near-vertical rock slopes. But the KVR's labor-intensive right of way and its dependence on timber products were its undoing. Piece by piece, the southern route has been in retreat ever since slides and washouts closed the Coquihalla Pass east of Hope in 1959. The loss of certain main line segments and branches like the Kaslo Sub (tied to the CP system by a barge on Slocan Lake) have now left most of the region's activity isolated east of the Nelson area, with one main exception being the lead-zinc ore which is unearthed at Kimberley and forwarded west from Cranbrook to Trail for smelting.

The present and future of CP's southern route is symbolized by Draper taper cowled SD40-2F 9023 (**above**) leading unit coal train 821/825 west at Olson, B.C. Two branches which CP laid into coal fields near Crowsnest Pass in the 1970s keep an average of 18 such trains rolling somewhere on the system at any given time. Most take a circuitous course to the export docks near Vancouver, veering north from the southern route at Fort Steele on a line built in 1914 and entering the northern route at Golden for final conveyance west and south to the sea. Based on where the tonnage now flows, coal has shaped the modern look of CP's southern route.

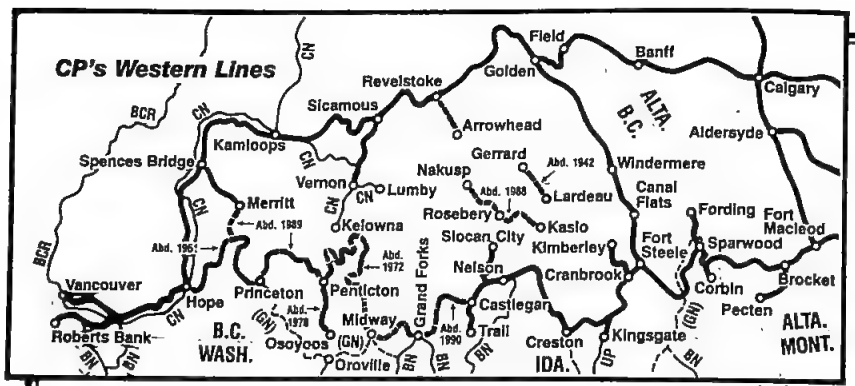
Odds West, Evens East

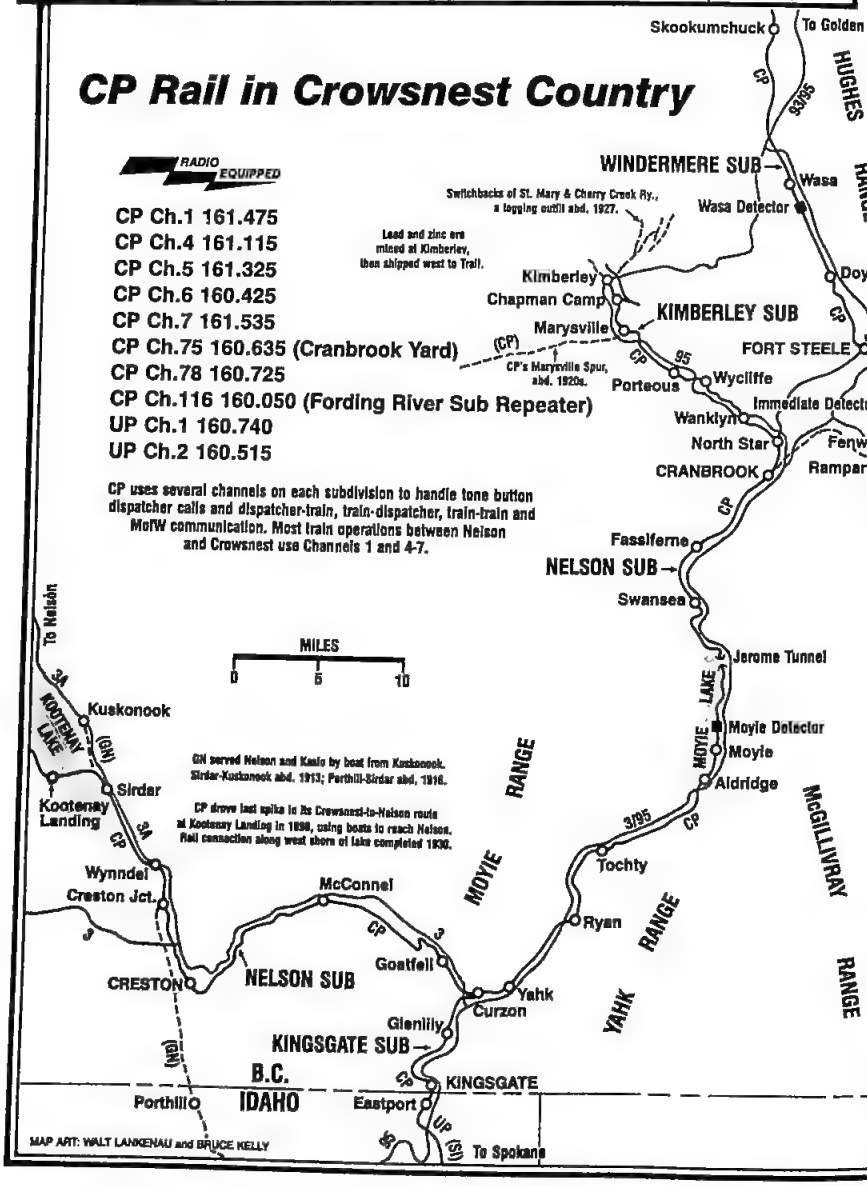


FORT STEELE, a dispatcher-controled junction north of Cranbrook, is a busy crossroads for CP's southern route operations, as demonstrated on June 12, 1988. GP38-2 3051 (**opposite, below**) is leading the Skooky Switcher into the secondary siding just west of Fort Steele, clearing its loads of woodchips and lumber from the Skookumchuck / Windermere area out of the way of Extra 5808 West, a loaded coal train. Arriving just ahead of the Skooky Switcher was Extra 5870 East, an empty coal train, whose head end is now waiting for a new crew at the east switch of the main siding at Fort Steele. After making a setout, the Skooky scoots through the interlocking at Fort Steele, pauses so that papers can be handed to the operator there and finally starts south across the Kootenay River bridge (**top**) toward Cranbrook. Visible beneath the bridge is the power of Extra 5870 East, recrewed and pulling out for the last lap to the Crowsnest coal fields.

Beside the Skooky Switcher and dozens of unit coal trains (more on CP's 800-series coal symbols next month), several of CP's southern route symbol freights roll through Fort Steele during their north-south (timetable east-west) treks. Train 979 runs daily from Calgary, Alberta, to Kingsgate, B.C., hauling mostly grain, lumber and propane down to the U.S. via the UP interchange at Eastport, Idaho. Counterpart 980 brings back the empties, plus automobiles and other general merchandise. Train 981 out of Cranbrook runs west to Nelson and Castlegar with cars for southern British Columbia, as well as U.S. interchange for Burlington Northern's ex-GN branch just east of Nelson at Troup Junction. Cuts of lead-zinc ore brought into Cranbrook periodically from the Kimberley mine are added to 981 for forwarding west to the big smelter at Trail. This symbol has essentially replaced the old Kootenay Central South which served the same area, but it's not uncommon to see the initials KCS appear on the lineup when there's an extra section running to Nelson. Trail-to-Calgary Train 984 handles the backflow of ore empties and northbound BN interchange.

Whereas the Skooky Switcher runs north from Cranbrook on the Windermere Sub, the Elko Wayfreight

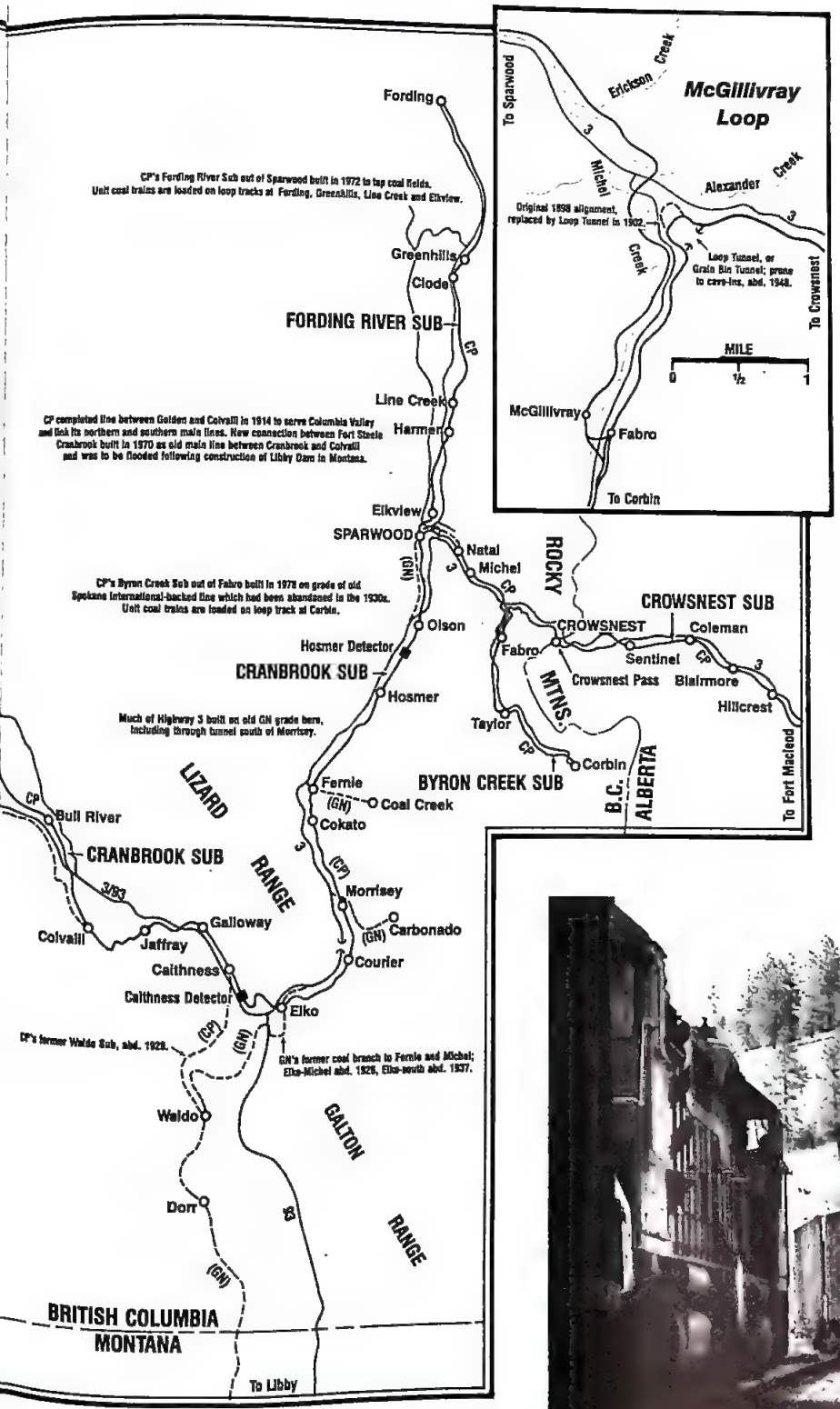




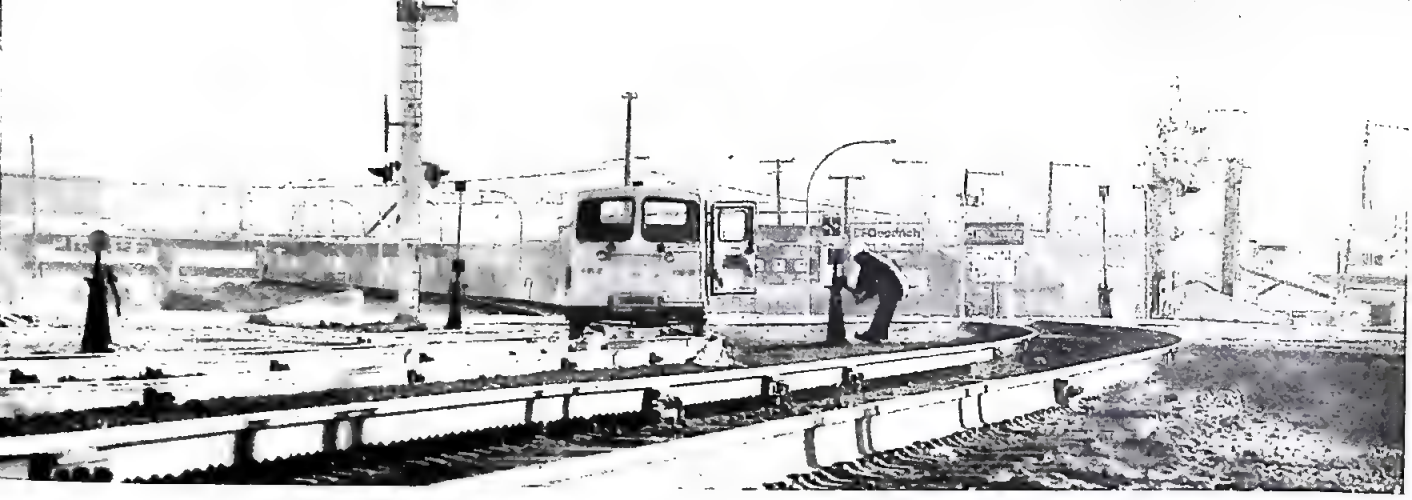
runs east out of Cranbrook on the Cranbrook Sub to work lumber and chip mills around Galloway and Elko. On rare occasions, unit grain trains originating in the U.S. on Soo Line and destined for Portland, Oregon, are brought into Canada at North Portal, Saskatchewan, and routed west through Fort Macleod to Cranbrook and then south to Kingsgate for the UP, often running as a 979. Other extras and wayfreights are regularly assigned to cover the excess traffic.

CP's westernmost, and loneliest, job on the southern B.C. lines is at Grand Forks, which is now isolated from the rest of the CP system. CP has until late 1991 to find a new operator for the town's lumber yard trackage. Until then, a single unit stationed at Grand Forks switches the mills about twice a week and performs interchange with another of BN's branches north of Spokane. To maintain its service in Grand Forks, CP must taxi a crew all the way from Nelson, and monthly servicing of the unit at Nelson requires a deadhead move south into the U.S. on BN, then north to the CP at Troup Junction.

SD40s and SD40-2s, coupled in sets of three to five units, are standard on most of CP's through freights. The newer, cowled SD40-2Fs are generally kept on the point of unit coal trains. GP38s and GP38-2s, common on most of the southern route's locals, can sometimes be found on the big road jobs, too. If an all-too-rare GP9 or GP7 ends up in Cranbrook territory, it usually draws yard switching duty.



Crowsnest, Cranbrook and Coal

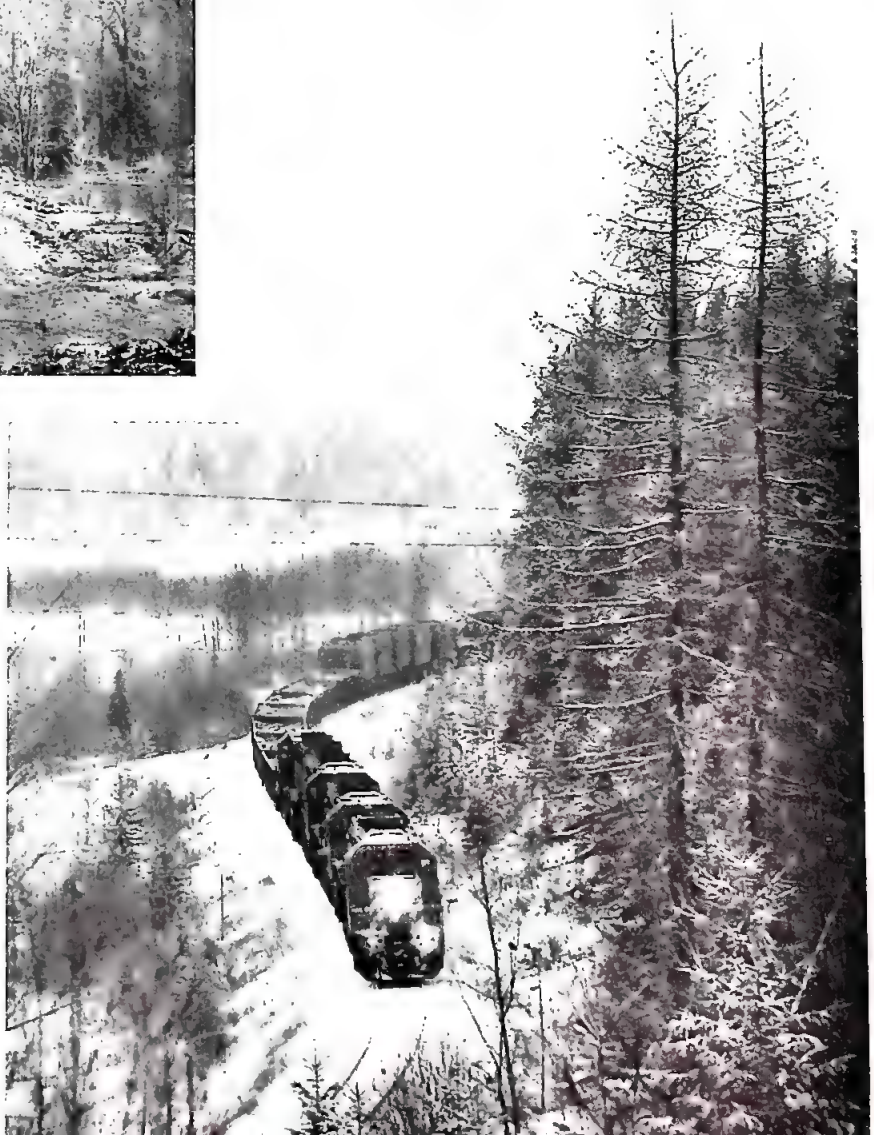


Cranbrook and the U.S. Connection

SUNRISE on April 3, 1990, finds a track inspector lining his speeder into Cranbrook Yard (**above**) after patroling the line west from Fort Steele. While not situated directly on the busy main line used by CP's unit coal trains, Cranbrook is the focal point for mixed freights, locals and their crews on the southern route. As employees gather for work, Cranbrook's morning lineup of trains (**below**) is impressive: the caboose on Train 979 handling a saltcake extra south to the Union Pacific interchange at Kingsgate; SD40-2 5836 on Train 984, headed east to Fort Macleod, Alberta, then north to Calgary; SD40-2 5912 on an Extra East and the caboose on Train 981, headed west to Nelson. Idling between switching moves on the next track is GP9 1635.

With its western half largely abandoned, CP's southern route is a three-pronged fork facing west, with coal channeling north toward Golden and general freights heading south, then west, to Nelson or directly south to the U.S. border at Kingsgate. Four SD40-2s lead Train 979 south at Curzon (**right center**), where the original BCS-built southern route diverges and climbs away toward Goatfell and Nelson. From Curzon south, 979 travels on a line built in 1906 to connect with UP predecessor Spokane International at the U.S.-Canada border. Its construction backed by CP, the entire SI from Spokane, Washington, north was under full CP ownership from 1916 to 1932, but UP now owns the track on the American side. Kingsgate, B.C., and Eastport, Idaho, are separated only by a customs checkpoint and an international boundary delineated as an open swath through the dense forest in the surrounding mountains.

Having left its train at the Kingsgate siding, 979's power shoves its caboose south past idling UP units (**right, above**) to enter the small Eastport yard. After lunch, the CP crew will tie onto the train brought north from Hinkle, Oregon, the night before on UP's HKCP symbol and take it up to Cranbrook, while the UP units will head 979's lumber and propane loads



south to Spokane and Hinkle as the CPHK.

Though not as prolific as coal, loads of lead-zinc ore from the mine at Kimberley are a vital part of CP's traffic between Cranbrook and the present terminus of the southern route near Castlegar. On a snowy December 1988 morning, another 979 curls south along the shore of Moyie Lake (**right**) with hoppers of Kimberley ore near the head end which will be set out at Yahk. The afternoon's 981 train will forward the ore west to Castlegar then south to the huge smelter at Trail.

Crowsnest, Cranbrook and Coal

Crowsnest Pass

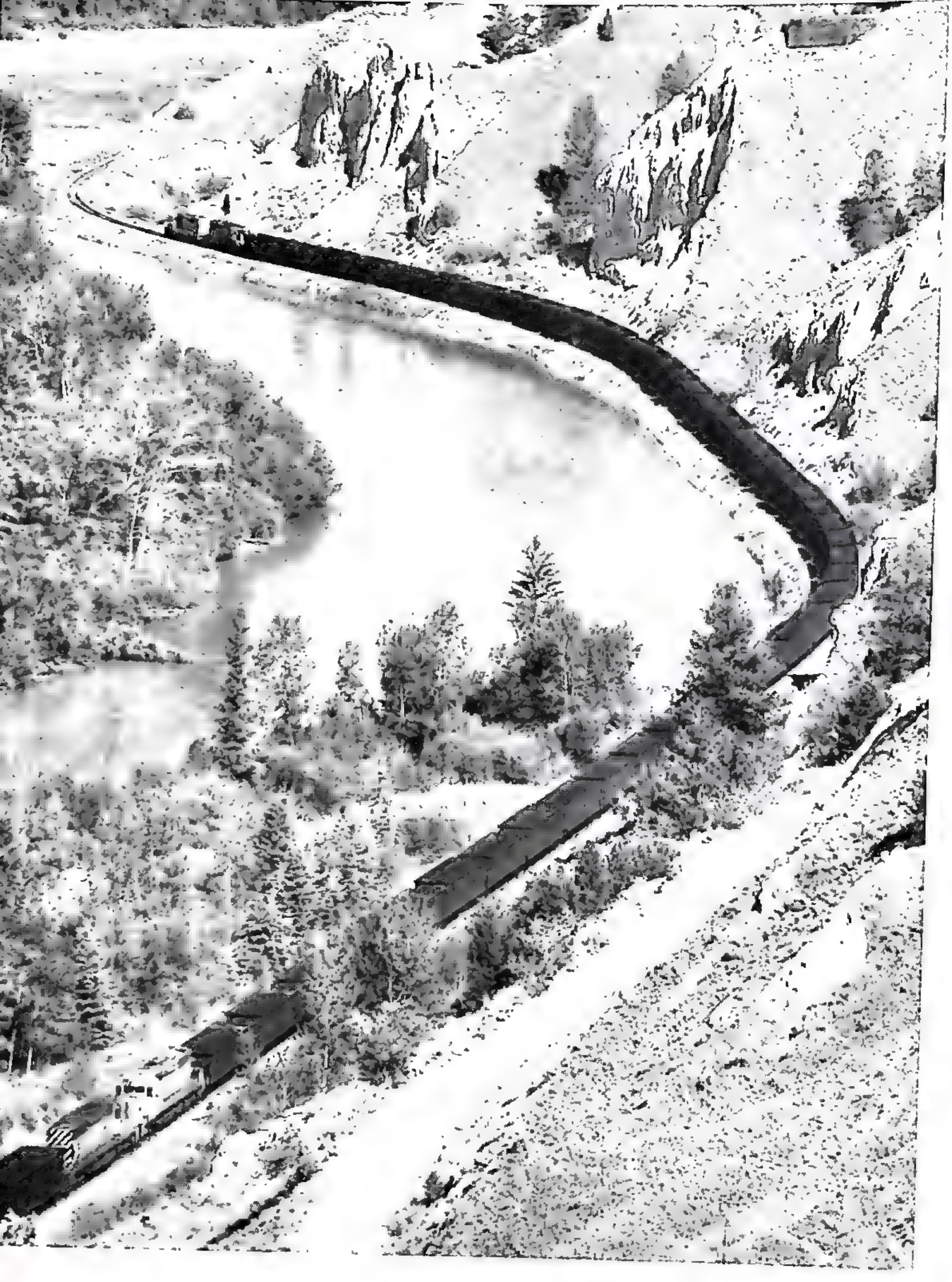
ON THE AFTERNOON of April 3, 1990, Crowsnest Pass puts on a fine double feature. The best seat in the house is on the west slope at McGillivray Loop, an amazing hairpin that heads south along Michel Creek, then north again, to lift the CP main up out of the bowels of the pass while maintaining a reasonable gradient. At 2:15 p.m., three SD40-2s roar east (**left**) into the lower level of the loop with Train 984, making close to 25 m.p.h. on the 1.4% maximum grade. Visible high above the units is the upper level of McGillivray Loop, including the one and only tunnel on Crowsnest Pass, which was abandoned in 1948 when the line was rerouted through a deep cut.

Today's 984 has a special task: pick up a cut of three-bay hoppers at Fabro that are loaded with coal from the Byron Creek Sub and are destined for Flin Flon, Manitoba. The air is dumped to hold 984's train safely wrapped around the apex of McGillivray Loop, and at 2:55 p.m., the power ties onto the coal (**below**) at Fabro. Nearly 20 minutes pass before 984 is back together again and pumping air into the brake pipe, then the three EMDs are notched into Run 8, finally climbing east again out the upper level of the loop (**right, above**) at 3:27. The next six miles take 984 along a narrow rock wall, then around the shore of Summit Lake before the division point, British

Columbia-Alberta border and 4459-foot summit of the Rockies are reached at Crowsnest.

At 4:07 p.m., the crew of 984 makes a "change off" at Crowsnest **(below)** with the crew of Train 979, which has just conquered the 2% east slope of the pass. The crew swap lets everyone end the day back at their home terminals. By 4:44 p.m., the mountain shadows are swallowing up McGillivray Loop as the 979 rounds the heel of the curve **(bottom)** between Fabro and McGillivray, the passing of its caboose ending another workday on CP Rail's less-known, yet truly fascinating, Rocky Mountain crossing.

Crowsnest, Cranbrook and Coal



Coal on the Roll

CP RAIL's lifeblood in the Crowsnest-Cranbrook region is soft coal. The branches built north and south from the southern main near Crowsnest Pass in the 1970s host loop tracks at five mines where unit coal trains are loaded daily and sent west to Roberts Bank near Vancouver for export to Asian markets, and occasionally east to points in central Canada. Extra 5862 North (**above left**), tracing the upper reaches of the Columbia River near Windermere, B.C., on June 12, 1988, is typical of CP's unit coal trains, with 105 to 115 bathtub gondolas and a caboose, powered by two six-axle EMDs on the point and a matching remote-controled mid-train slave set. In about 65 miles, the train will pause at the Golden South yard, where mobile fuel and inspection trucks give the coal trains run-through servicing without a single car or locomotive being uncoupled.

The flipside to the westward coal flow is the empty unit trains which return east for reloading. One such train is Extra 5871 East (**above right**), easing into Fernie with the snow-fringed Lizard Range towering in the distance. Despite modernities like remote helpers, heavy welded rail and talking wayside defect detectors, a few things are still done the old-fashioned way here. Most of CP's southern B.C. trackage is Manual Block System (MBS) territory, where the dispatcher issues track warrants over the radio, and train crews manually line themselves in and out of sidings on an unsignaled railroad. Witness MBS in action at Fernie as the caboose of Extra 5871 East (**right**) clears into the siding. (Sadly, cabooses began disappearing from the southern route in late 1990.) A friendly wave to his counterpart and the brakeman from Extra 5755 West will line the turnout for the main, and

his short freight will be under way again for Cranbrook. The coal train, meanwhile, will get a fresh crew at Sparwood and proceed to one of the mines for reloading.

Next Month

In Part Two, we'll look at the past, present and future of CP Rail's unit coal train activity in southeast British Columbia.

Crowsnest, Cranbrook and Coal

Steam Trains

PHOTOGRAPHY: KARL ZIMMERMANN, EXCEPT AS NOTED

Against a backdrop of snow-capped mountains, narrow ribbons of rail swing through parched hills covered with scrub vegetation. Little Mikados, some of them Baldwin products, power trains of wooden coaches and outside-braced wooden boxcars on what could be the Colorado narrow gauge, or perhaps Southern Pacific's Keeler Branch. But it's 1990, not 1950, and this is the Esquel Branch in southern Argentina.

Nestled in the foothills of the Andes, deep in the region between the mountains and Atlantic known as Patagonia, Esquel is a plain, workaday town, just beginning to gain some notoriety as a resort for skiing, fishing, and hiking. Yet this attractively unpretentious spot is not without distinctive features. One of them is that it's the southernmost point in South America linked by contiguous rail to the rest of the continent's system. The railway, a branch of the General Roca system, part of the nationalized Ferrocarril Argentinos, is narrow gauge (75cm, or about two-and-a-half feet) and one hundred percent steam powered. With its creaky wooden coaches, this train is Paul Theroux's *"Old Patagonian Express,"* still chugging along in 1990, more in the spirit of 1890.

Its days may be numbered, however, at least as a part of Ferrocarril Argentinos. The little line is at the top of the government's list of routes to be privatized or abandoned, though already the two provinces through which it runs have made the first steps toward the purchase of its right-of-way and equipment, perhaps for operation as a tourist attraction.

From Esquel the slim-gauge branch stretches 249 miles north, generally within sight of the Andes, to Ingeniero Jacobacci, on the broad-gauge main from the resort city of San Carlos de Bariloche to Buenos Aires. Twice-weekly mixed trains, hauling both freight and passengers, ply the Esquel Branch, connecting with the *Lagos Del Sur* on the broad gauge, a substantial, more modern train with sleepers and diners. In addition to the regularly scheduled mixed trains on the narrow gauge, occasional charters exploit the line's nostalgic charm for railfans and more casual train buffs.

On a chilly but bright April morning, I stood on the platform at Esquel, waiting to board just such a special train, which I planned to ride halfway up the branch, to the railway's headquarters town of El Maitén. After spending the night there, I'd continue on the mixed north to Jacobacci, then board the *Lagos Del Sur* (*"Lakes of the South"*) for Buenos Aires, a rail journey of 1328 miles all told.

Before leaving Esquel, our group posed for a portrait (page 59). We were a small, congenial bunch — just ten of us, all railfans, assembled by Trains Unlimited Tours, now of Reno, Nevada. We ranged from "hard-core" fans (Gary Hunter, a highway engineer, his father Don, a retired AV specialist from the University of Oregon, and Rich Thom, an engineer-turned-manager from Santa Barbara) to the more easy-going (Phil and Dina Goldman from New Zealand and Dina's sister Bunty; Marty Banks, a conductor on the Union Pacific, and Gordon and Manetta Bennett). A member of a railroad museum in California, Gordon left buttons with its logo pinned to railroaders' caps and badges throughout Argentina.

Taking the picture was Chris Skow, the tour organizer and veteran of some 20 rail trips to South America beginning back in 1974. With us in the photo was Sergio Pastime, our Argentine guide, who hurdled the language barrier for us. Also included was one of the mugging little local boys, drawn as if by

Through Patagonia

by Karl Zimmermann

Baldwin Mikados and a narrow gauge dining car were among the attractions of the Esquel Branch in Argentina

magic to the lens-end of a camera.

We stood stiffly and smiled in front of our steam locomotive, No.107, a 2-8-2 built in 1922 by Henschel, a German company. Behind it were coupled a boxcar, a crew car and first-class coach No.1125, also built in 1922, in Belgium. An oval builder's plate on the coach's step read *"Society Anonyme des Ateliers de Constructions et de Familleureux"* — quite a mouthful. At the end of the train was a wooden diner of indeterminate age and homespun ambiance; apparently, it was a product of the railroad's own shops in El Maitén.

Under a wide-brimmed leather hat, our engineer — or maquinista, as he would be called in Spanish — looked more like a gaucho than a railroader. He grabbed 107's whistle cord, and with two hoots, sent us scrambling back to board the train.

In the pure sunshine of early morning we lurched into motion, chuffing out of the station and past the small shops and armstrong turntable, where a few minutes before we had watched one man turn our locomotive using just his sturdy back and strong legs. We climbed out of Esquel along rock ledges still deep in the cool shade.

Across the valley the mountain peaks dusted with snow were hardly higher than we. The morning showed the crisp clarity of late fall, with more than slight intimations of the winter near at hand.

BUILT BY BALDWIN in 1922, Mikado No.5 was departing El Maitén with a northbound mixed train on the Esquel Branch in April 1990. The southbound Trains Unlimited charter consist (left) made numerous photo runbys with its doubleheaded Henschel 2-8-2s.

A welcome warmth radiated from the coal stove in the center of the coach.

On the valley floor the poplars had turned a soft yellow. I watched the shadow of our train — the unmistakable silhouette of a steam locomotive, with its dancing smoke plume — flit across the fields where sheep grazed well below. Holding tight to the handrail, I stood on the coach's gyrating open platform and listened to the stack talk as the train worked upgrade.

What a way to ride!

We were given the run of our charter train — to an extent both mind-boggling and liberating to *Norteamericanos* used to a hyper-cautious and litigious society (where, for example, Amtrak passengers are instructed to remain seated until their train has come to a complete stop). We could sit or stand on the platforms. We could ride the roofs of the cars, or in the locomotive cab, or on the tender.

The previous day our southbound charter had been doubleheaded. Late in the afternoon, with the train stopped so the locomotives could take on water, Rich Thom and I had climbed up on the tender of the first engine. This was a potentially messy business; since all the engines on the Esquel Branch are oil-burners, their tenders are encrusted in bunker-C: slippery, staining, nasty stuff. (Gary Hunter had picked up so much black goo on the seat of his jeans while tender-riding that for days he carried a piece of plastic to sit on lest he leave his mark in hotels and restaurants.)

We were perched just a few feet away from the tapered stack and rusty smokebox of the second engine. Once they got a roll on their train, both locomotives pounded out a cacophony of exhaust. We were engulfed in sound: a raging, clamoring roar. Black smoke poured from both stacks — and, fortunately, was blown aside by a considerable wind.

That chill wind buffeted us, and our faces were occasionally stung by sprinkles of light rain. All around the scene was dazzling: the hills and valley flashing yellow-brown in late sun, the Andes snowcapped, and above them great puffs of white cumulus clouds darkening to gray. The world was exhilaratingly fluid, with clouds blowing and turning sunshine to showers in an in-

stant, and the tender dancing underfoot, really rocking at the 35 miles-per-hour or so that we were making.

Cold, loud, uncomfortable, even a little frightening, this was an experience that hammered relentlessly at all the senses. It was indescribably invigorating.

Looking over the lead locomotive's domes and stack as we swung around a curve, we saw a horse frozen with fear on the tracks. He stood there, head high, staring at the train. The maquinista sounded the whistle in urgent staccato blasts. Finally the horse turned, eased down the embankment and galloped across the field with an equine grace all the more breathtaking for having been endangered.

Not long after that our train eased to a stop. The portly engineer leaned his considerable bulk out of the cab window and gestured questioningly. We nodded, then climbed off the tender and up into the warm embrace of the locomotive cab, where we rode cozily for the remaining miles into Esquel.

There were numerous photo runbys, both southbound and northbound, during which the maquinista hollered loud and often on the whistle, and the *foguista* (the fireman) stoked furiously to create dramatic smoke effects. "*Mucho fumar*," one of the crewmen said after a runby, grinning giddily.

A modern narrow gauge

Our train traipsed through mile after desolate mile of country remarkably reminiscent of the North American West: barren brown hills where sheep and cattle grazed, backed by soaring mountains. We saw precious little sign of human habitation — which is why this little railroad has survived as it has, an anachronism passed over by the forces of progress. Its history is obscure, perplexing, and — considering the apparent antiquity of its operating mode — surprisingly short.

The Esquel Branch, not completed until 1942, was originally planned as part of an extensive network of narrow gauge lines criss-crossing Patagonia, a mad scheme that was projected by the government in the 1920s but for the most part never realized. The 23 locomotives recently active on the branch (all Mikados: 13 Henschels and ten outside-frame Baldwins) and most of the freight and passenger cars date from 1922 as part of this project.

Operations on the Esquel Branch have limped along unprofitably for some time, with service in recent years down to just a pair of mixed trains weekly in each direction, on Sundays and Thursdays, plus an occasional freight. For some time the mixeds journeyed mostly after dark, but in early 1988 their schedules (and that of the *Lagos Del Sur*, with which they connect) were flopped, yielding daylight timings much more congenial to sightseeing.

Recent years have also brought threats to this little line's existence. A few summers ago the government introduced buses between points served by the railway — in addition to the trains. But the locals, who take a fierce pride in their railway and, probably correctly, surmised that if the buses succeeded the trains would go, simply boycotted the buses. The buses disappeared, and the trains roll on. For now.

Diminutive diner

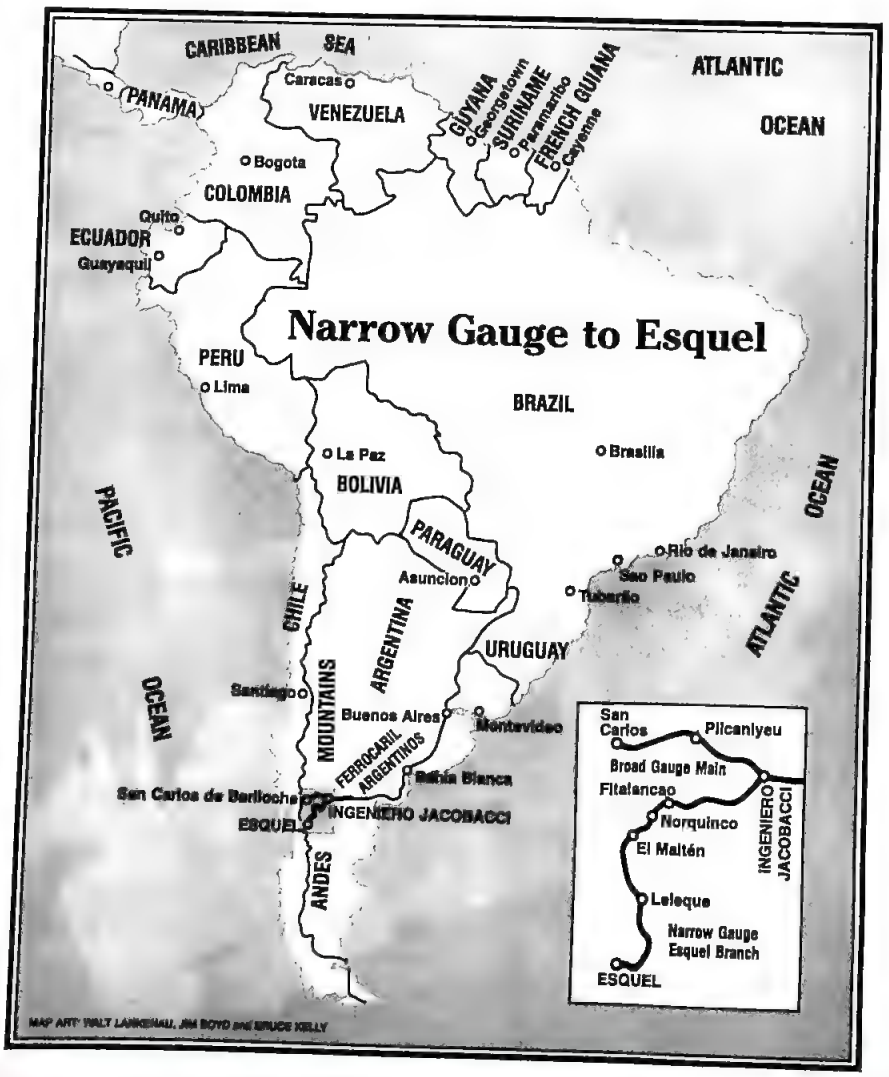
Though dining on rails is generally a special pleasure, I hadn't counted on much in this department aboard the "Patagonian Express." Box lunches, perhaps, but I was pleasantly surprised. Entering the diner (its very presence unexpected) for lunch, we found the car's six tables for two — just enough for our group — laid with white linen. On each table stood bottles of red and white wine, beer and Coke from which to choose.

Our waiter wore a powder-blue jacket and black bow tie. His wife cooked in the car's tiny galley. The first course was pea soup, followed by grilled lamb, peaches with custard and caramel, and coffee. It was a remarkable meal, really, considering where we were, and that we were traveling on rails about half the width of standard gauge. Nowhere more forcefully than in the diner was I reminded that these trains are small — and carry with them much of the charm and wonder of things diminutive.

And this in the face of the vast, lonely emptiness through which the Esquel Branch runs. The stations, with water towers and in some cases log homes for the families of the section workers who maintain the line, are isolated oases of human life in a land otherwise belonging to sheep, cattle, horses, jackrabbits and a wide variety of birds.

Of all the fragile settlements where we paused to slake the locomotives' thirst, Leleque was my favorite, hands down. A row of golden poplars lined the track; through them I could see the workers' cabins, where a woman held up her young son to look at the train.

Just beyond the water tank was the depot, also of log construction but whitewashed and trimmed in light blue. The door to the office was open, so I walked in — and came upon a curious device that I knew I recognized but hadn't seen for some time. Vanished



THERE WERE MORE WAYS to ride the Esquel Branch than simply in a coach. On the southbound charter, the author rode for many miles atop the tender of the lead locomotive of the doubleheader (left), getting an impressive view of the second Henschel Mike in action. In a much more civilized mode of travel on the same train, the waiter had the narrow gauge dining car set for lunch (above). Inside the locomotive shop at El Maitén (below), a Mikado was stripped to its frame on the conveniently elevated tracks atop "sawhorses" made of rail. A Henschel Mike is in the distance.

from the United States railroad scene for as many decades as the steam locomotive, the telegraph was once essential to the movement of trains. And here in front of me was a sender and receiver that at any moment might clatter to life — speaking Morse in Spanish.

In late afternoon we detrained at El Maitén. Most of the group returned by van to the luxuries of a resort hotel in San Carlos de Bariloche, a few hours distant. Marty, Rich and I elected to remain overnight in El Maitén and catch the mixed northbound the next day. El Maitén apparently has but one hotel, and it has no heat, among other deficiencies. Nights are crisp in El Maitén, even in fall.

Riding the mixed

The following afternoon the mixed from Esquel arrived shortly after one o'clock — nearly on time — and there was considerable bustle on the platform at El Maitén as departure for Jacobacci neared. Locomotives were traded, since the north end of the line is operated by the Baldwins, while the Henschels work to the south. Now in charge, outside-frame Mikado No. 5 whistled off with a heavy train of nine cars in tow: two tank cars, two boxcars, a railroad office car, our diner from the day before, a first-class coach, a second-class coach and a crew car.

Leaving town we rolled past the shop building where the equipment for the Esquel Branch is maintained. Two days earlier, before boarding our charter train, we'd toured this facility and watched a pair of locomotives being rebuilt. A wooden coach was being pains-

takingly renovated by workmen using hand tools.

The mixed train was fairly full, but we were able to find seats in the first-class coach. Most of the well-dressed passengers aboard the *primera* seemed to know one another. The car was alive with the soothing murmur of Spanish. An elderly couple shared "*maté*," the characteristic drink of Argentina, a strong tea sipped from a gourd through a metal straw.

In the second-class coach, the feeling was dramatically different, more as if the passengers were camping out around the stove in the car's center. Some sprawled on the hard wooden seats, while others lay crosswise on the floor, trying to sleep — and blocking the aisle. Wood scraps littered the floor.

North from El Maitén lay hours of unrelieved upgrade. After a water stop at Fitalancao, the tracks make a particularly steep, looping scramble up the hillside. As we doubled back, I could look straight down and see the station and water tank far below. With the afternoon sun comfortably warm on my face, I sat on the steps of the open platform and watched and listened as the Baldwin labored mightily to keep us moving. We slowed to a walk; in fact, it was an almost irresistible temptation to hop down to the ground and jog alongside the coach, keeping pace.

The locomotive's exhaust became so measured it seemed to presage stalling — and then what? A black tower of smoke marked our passing as the foguista poured on the oil. High atop a ridge ahead, two gauchos on horseback were silhouetted against a dramatic sky. Perfectly still and remote, they stood watching — perhaps to see if we'd make it.

We did. In celebration, we went to the

diner for a glass of beer: a Schneiders. The car jostled and rattled soothingly, growing dimmer inside as dusk fell and the last stain of pink-purple faded from the horizon. Amid the savory smells of meat cooking, we had a second beer. Over the doorway at one end of the car, a crucifix swayed. We were invited into the kitchen to wash up; the waiter's wife handed us soap and towel.

We were the only customers that night, but we enjoyed our asparagus soup, breaded steak, french fries, vino tinto, pudding and coffee. The dinner cost 30 australes, about $4.25, including the wine.

Walking back to our coach, we paused a moment on the open platform and looked at a sky teeming with fiercely bright stars. A crescent moon hung to the west; the Milky Way seemed almost palpable.

Ahead, billows of white smoke piled high as our Mike soldiered on, leading its archaic train through the empty reaches of Patagonia. Orange flashes from the firebox flitted across the landscape and illuminated the embracing wreaths of steam. The locomotive's headlight cut a white swath as the train swung around curve after curve. Finally we were driven inside by the frigid air; the handrails were almost too cold to hold.

For the last miles of the journey to Jacobacci, conversation clustered around the stove, as it might have in an old-fashioned general store. Rails grumbled below, and the wooden car creaked. Muted voices ebbed and flowed in the dim light. A mother pulled her sleeping son into her lap and hugged him. We dozed, happy for the peace and warmth, in no rush to move on to the next stage of our journey.

KODACHROME: CHRIS SKOW

THE CHARTER GROUP included: (l to r in rear) Dina Goldmar, Gordon Bennett, Bunty Lillicrap, Marty Banks, Rich Thom, author Zimmermann and Sergio Pastime; (l to r in front) an "intruder," Don Hunter, Gary Hunter, Manetta Bennett and Phil Goldman. The mixed (top) was working north out of Norquinco. Charter runbys are shown at left.

Conrail's State Line Tunnel

THEN and NOW

by Jim Boyd

PRE-CONRAIL PHOTOGRAPHY: JIM SHAUGHNESSY

ABOVE: KODACHROME / BRUCE KELLY, BELOW: KODACHROME / JIM BOYD

State Line Tunnel is one of those images you don't forget. When I was growing up in the Midwest and long before I knew which "state line" it referred to, I was aware of State Line Tunnel on the New York Central's Boston & Albany main line from photographs in old *Trains* Magazines and books. The two raw rock portals and gracefully curved tracks at slightly different elevations were almost too perfect to be true. This had to be one of the nation's greatest locations for train pictures.

Well, maybe back in the steam era or the pre-Penn Central diesel years it might have been pretty great, but by the time I moved East in 1971, State Line Tunnel had its drawbacks — not

the least of which was that to my way of thinking the dreary black Penn Central was hardly worth photographing in any setting. And the traffic at State Line could be elusive; you always seemed to get a train on the wrong track in the wrong direction for the prevailing lighting conditions.

With the arrival of Conrail in 1976 and the flood of increasingly attractive "dress blue" diesels that followed in the next decade, the allure of State Line Tunnel began to grow anew. It was still about a four-hour drive from home in New Jersey, and the traffic density on the old Boston & Albany could seldom guarantee a productive day, but the idea of blue U-boats popping out of those rock bores became almost irresistible.

The project was clinched when I was talking to Jim Shaughnessy on the phone one day in early 1989 and mentioned State Line Tunnel. I remembered seeing his photos of Alco FAs at State Line and knew he'd done a lot of photography around there, as it was less than an hour from his home in Troy, N.Y. A couple of weeks later I received a pack of 8×10s of vintage State Line action. We would definitely have to make a day of it.

But because of work deadlines and weather opportunities, that day didn't come until August 31, 1989. We'd posted a "weather watch" for most of the summer, looking for a predictably sunny day, but the sunshine and a day we could take off work never seemed to line up until that Thursday just after we'd shipped the November '89 issue to the printer. Mike Del Vecchio, Bruce Kelly and I headed up the New York Thruway on Wednesday evening and bunked for the night at a motel north of Kingston. The next morning we were less than an hour away from State Line and were there by the first usable light.

We had taken Interstate 90 east from Selkirk, crossing the Hudson River alongside the huge Castleton Cut-Off bridge and turned north onto Route 22 at the New York-Massachusetts state line. As we were stocking our cooler with ice, Pepsi and sandwiches at the truck stop at the junction, our scanner picked up westbound piggybacker TV-9 on a hotbox detector to the east. We quickly found the "N.Y.-MASS." state line marker post and set up for a photo of the four six-motor GEs led by C30-7A 6561. Shortly after he passed us we could hear him meeting another train at the end of the double track at CP-171 near Chatham, to the west. We opted to photograph the eastbound (we never did catch his symbol) at a handsome overhanging tree along Tunnel Hill Road, and soon three more GE six-motors chugged eastward into our shot.

Boy, we'd been here less than an hour and had already caught two trains. With this kind of action, I left Mike and Bruce at the east end of the tunnel and drove back to a colorful blue and white summer cottage for a shot that would work with a train in either direction. Two hours later the sun had just swung behind the building — killing the light on the front — when the westbound BOSE (Boston-Selkirk) slid past with four more GEs led by C30-7A 6565. I quickly drove to the tunnel and watched the train glide into the south bore. Just as the FRED-equipped boxcar rolled past, there was a run of slack and the unmistakable sound of the brakes shooting into emergency.

We drove over the top of the tunnel and west along the track to where we could see a covered hopper with a broken knuckle. The engine crew had already dropped a fresh knuckle on the ground and were pulling west to let the brakeman load it onto the rear car so he wouldn't have to carry it all the way back a quarter mile on foot. The maneuvering to replace the knuckle produced some fine photos, although the westbound train was rather severely backlighted. And the day was heating up, with thermal cumulus clouds beginning to occupy more and more of the sky.

There was still light on the east portals as TV-8B charged eastward about noon with three more C30-7As, a Dash 8-32C and an SW1500.

We had Shaughnessy's photos with us and decided to use the slightly late-running Amtrak 448, the eastbound Boston section of the *Lake Shore Limited*, to duplicate his photo from inside the large, formerly double-track south bore looking out through the craggy rock portal. The sun ducked behind a cloud and the F40 was running with its headlight off, making the shot less than spectacular.

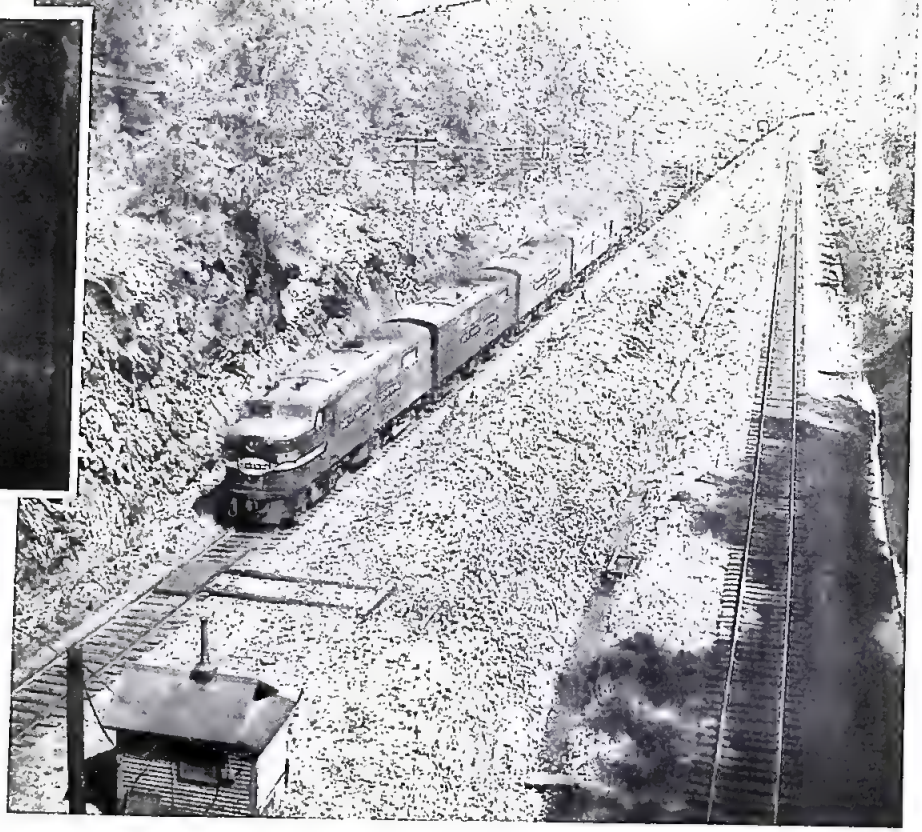
About 1:30 in the afternoon the light finally began to strike the classic west portals of the two State Line Tunnels. All we needed now was a westbound.

As the sun moved slowly to the west and the light got better on the rock faces, we positioned ourselves at our chosen photo angles and contemplated the sight before us. The north bore dated to the original construction of the

JIM SHAUGHNESSY

EASTBOUND MORNING TRAINS make the east portals at State Line the easiest to photograph. Jim Shaughnessy caught A-B-A E7s on the *New England States* in August 1964, while Jim Boyd got a similar shot (below left) on August 2, 1990, and Bruce Kelly caught C36-7 6629 (top left) leading the SEFR at 8:30 a.m. on September 8, 1990.

"A westbound, a westbound. My kingdom for a westbound."



A TUNNEL WATCHMAN was employed at State Line into the 1960s, and he occupied a shanty between the tracks at the east portal, shown (right) with an FA2, three FB2s, an RS2 and a switcher on a westbound on the north track. One of his jobs was to keep the ice clear of the tracks in the winter, as this March 1958 scene (above) of the "big drip" near the west portal of the south track. Ice could build up quickly enough in severely cold weather to derail a train.

A SHAUGHNESSY CLASSIC angle at State Line Tunnel is the view (left) from atop the portals that is easily accessible from nearby Tunnel Hill Road. In August 1964 an FA2, two FB2s and Baldwin and Alco roadswitchers had a freight eastbound, climbing toward the summit of "Washington Hill," 27 miles further east.

Western Railroad from Boston through the Berkshire Hills to Albany and the Hudson River in 1840. The larger south bore was a product of the 1912 upgrading of the line by the New York Central. Originally, each bore accommodated two tracks, while in recent years they were each single-tracked. And now the abandoned but intact rail through the north bore was rusty from disuse as the north track was being torn up just a few miles to the east. Unfortunately for photographers, the abandoned north portal produced the finest photo angles. And we began to realize that even in the high summer sun, the trees on the south embankment of the tunnel approach were big enough to shadow the south portal almost all day long.

About 3:00 in the afternoon we could hear the "Berkshire" dispatcher talking to the eastbound SEBO (Selkirk-Boston) and moved to Jim Shaughnessy's patented photo location atop the tunnels looking down toward the west. As we waited for the SEBO, we could hear the other area dispatchers talking to various trains around Selkirk. The Hudson dispatcher and the Mohawk

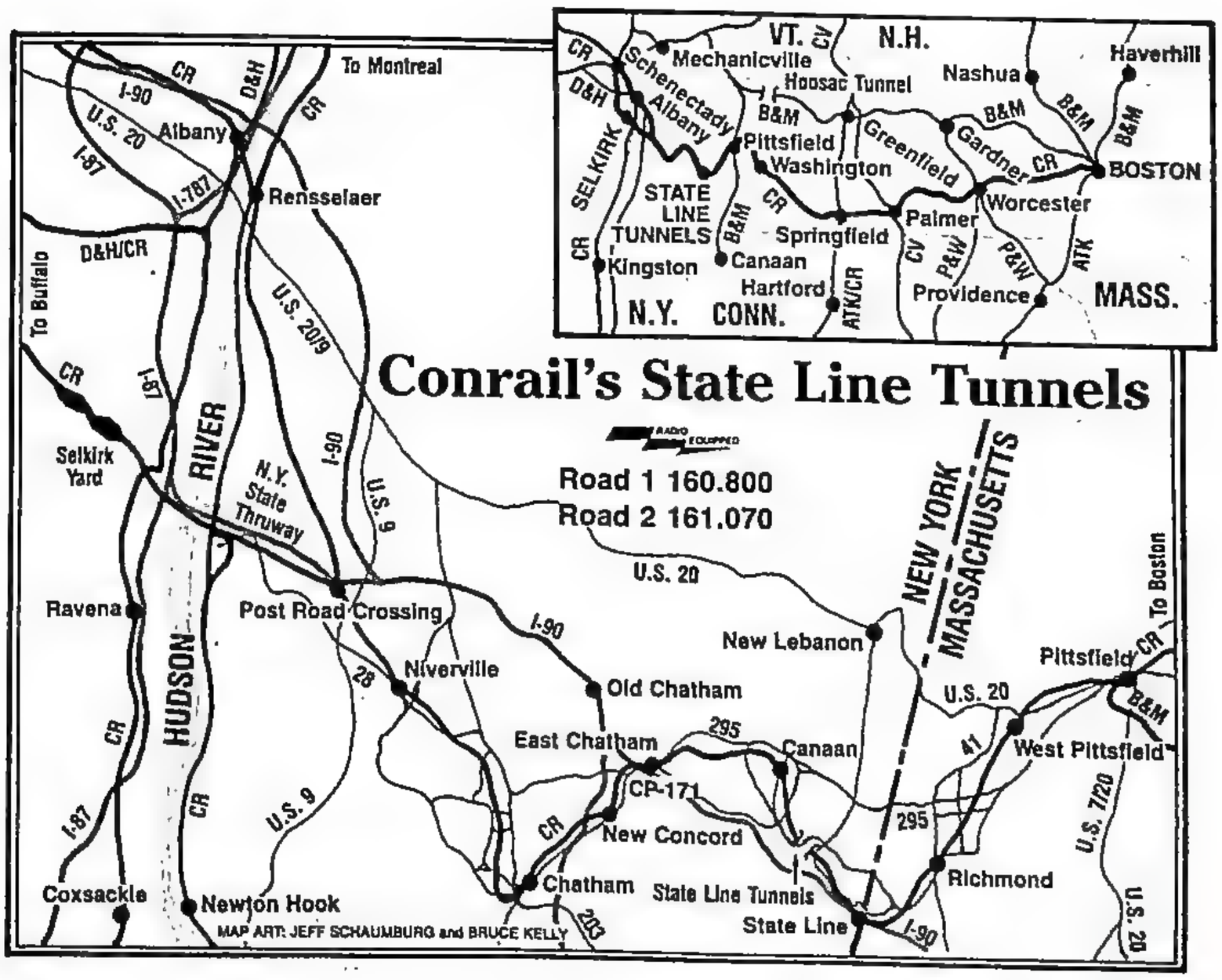
FIVE PHOTOS: J.M SHAUGHNESSY

"BEELINER 405" for Albany, out of Boston at 10:30 a.m., hit State Line Tunnel shortly after 2:00 p.m. in perfect light. On July 19, 1964, the Budd RDC1 on 405 was using the north track, while in April 1958 (left) it was exiting the south bore on the "wrong main."

dispatcher — it sure was interesting of them to identify their dispatchers by steam locomotive types!

The classic down-on shot of the four GEs on SEBO was not to be. We were the victims of the classic "cloud diddle," as the slow-moving eastbound was overtaken by a slightly faster-moving shadow-making-thing in the sky. The units slid past in dreary overcast, while by the tenth car the sun was again in perfect array. *Aaaaaaaarrrrrrrgggggggghhhhhh* . . .

A short while later, local WAPI-10 out of Pittsfield (which had slipped westbound by us while we were returning from shooting the broke-in-two BOSE) came scampering eastward uphill with backwards-running B23-7 2004, a handful of cars and an ex-NYC bay window caboose. This unexpected little treat



TWO PHOTOS, JIM SHAUGHNESSY

produced a near duplicate of one of the Shaughnessy photos (page 65).

As the golden glow of afternoon warmed the rock portals and the soft evening breezes brought out hordes of mosquitoes, in the last moments of sunlight we murmured the Shakespearean plea of anguish. "A westbound, a westbound. My kingdom for a westbound."

No such luck.

The second attempt

I still wanted that shot of an afternoon westbound coming out of the tunnel, but a little homework among the local railfans indicated that what we had gotten on the B&A was typical: a morning parade and a straggle of afternoon eastbounds. There was one afternoon westbound that ran "occasionally," but nobody seemed to be able to predict its schedule. The weather looked good the following Sunday morning, and on the spur of the moment I took off for State Line, arriving there about noon and dead-heating Amtrak 448.

September 3, 1989, was a beautiful day, and I set up my folding lawn chair and Pepsi cooler at the Jim Shaughnessy westbound-out-of-the-tunnel shot and began to read magazines. From the moment light hit the rock portals until it set in the west, only the mid-afternoon *eastbound* SEBO with five C30-7As interrupted my solitary splendor.

Third time's the charm?

With lots of photos but still no afternoon westbound to show, we put the "State Line Tunnels" article on hold for the winter and decided to try again in 1990. This time Del Vecchio and I set forth on the Wednesday evening of Au-

KODACHROME: MIKE DEL VECCHIO

JIM SHAUGHNESSY'S two views from April 1958 (left) were duplicated by Mike Del Vecchio (above) with Amtrak 448's F40 on August 2, 1990, and Jim Boyd with the ex-NYC bay window caboose on eastbound local WAPI-10 (below) on August 31, 1989.

gust 1 and again spent the night at the motel north of Kingston.

Thursday morning didn't start out so hot, as we were caught unprepared by a silently-approaching westbound just as we pulled up to the access road crossing at the east end of the tunnels. However, a few minutes later westbound TV-9 hit the detector, and we were ready when he showed up with a C30-7A leading three Dash-8s. He made a nice shot with exhaust back-lighted in the morning sun (page 66, top). About an hour later we got another eastbound in good light with four units led by C30-7A 6567 (page 60), duplicating a Shaughnessy shot of E7s on the NYC *New England States* in August 1964.

It was an ominous sign, however, when a hy-rail truck rambled westward after the passage of the freight — and an even more ominous sign when a dump truck backed up to the main line and a gang began to tamp asphalt into the grade crossing. The foreman told us that there wouldn't be any more movements for a couple of hours in a "maintenance window" until the arrival of Amtrak 448.

Well, so much for the middle of the day. We drove over to Selkirk and circled around the yard, finally catching a westbound with SD40-2s (not GEs!) at Voorheesville on the former-NYC main line. We then heard the *Lake Shore* on the radio splitting its train at Rensselaer and decided to head back for State Line. Mike had brought his strobe along and wanted to try the framed-in-the-portal shot again of the Amtraker entering the tunnel. This time the headlight was on, and Mike's strobe produced a memorable image of the F40's ScotchLite nose stripes.

KODACHROME: JIM BOYD

ALTHOUGH STATE LINE Tunnel is in the middle of the 50-mile eastward climb from the Hudson River to the top of Washington Hill, there is a two-mile "sag" between the east portal and the actual state line, causing westbounds to climb toward the tunnel, as evidenced by TV-9 backlighted by the morning sun (above) of August 2, 1990. Eastbound SEBO later that day (below) was viewed from above the north portal. Note how removal of the north track is progressing — it is completely gone from the crossing above.

KODACHROME JIM BOYD

AS BOYD WAS UNPREPARED and missed the shot, Jim Shaughnessy (right) caught the unexpected afternoon westbound on August 2, 1990. The air horns for the grade crossings at the state line, clearly audible from the east portal, could not be heard from the west side.

KODACHROMES: TOP, JIM SHAUGHNESSY / INSET, JIM BOYD

Our luck was improving, but the afternoon clouds were beginning to develop again. This time, however, when the SEBO showed up with four more GEs, the sun stayed out and we got a fine shot from atop the tunnels (page 66, bottom). Our luck held out again when another eastbound came growling uphill making a very slow pace behind three GEs. The scene was under total overcast as he came into view to the west, but by the time the units struggled into camera range, the sun was blazing brilliantly.

About this time a mysterious figure appeared atop the portal of the south tunnel. It was none other than Jim Shaughnessy. We'd told him that we might be up here today, and he came out to join us after getting off work. The radio was deathly quiet, and the clouds were beginning to burn off. That last eastbound would have the line occupied for a while, so we relaxed to shoot some bull and indulge in some of the cold Pepsis that Shaughnessy had brought.

A truck rumbled on the road above the tunnel.

That's no truck. *It's a westbound!* I was shouting as I jumped for my camera as the headlight appeared at the tunnel mouth. I still had my wide angle lens on after that last shot! I was in complete panic. Do I try to change lenses and risk blowing it entirely or just give up the normal lens "classic" shot and stick with the wide? The train was coming so fast that I just zapped him with the wide by default.

Three trips to get this train and he caught me flat-footed with the wrong lens and in the wrong position! My sputterings would not have been appreciated in polite company.

Then I looked over at Shaughnessy, who spoke with a confident grin, "I'll be glad to let you use the shot. I got it no sweat." Of course *he* had the normal lens on and *he* had the exposure pre-set and *he* was standing in the perfect "Shaughnessy spot."

In the immortal words of Charlie Brown, "I can't stand it."

If Shaughnessy had been less than gracious about it I would have had to tell you how he discovered a few minutes later that he'd locked his keys in the trunk of his car.

But I wouldn't do that.

FUJICHROME: JOHN L. GIESKE

TOP: KODACHROME / DOUG KOONTZ

NORFOLK SOUTHERN allowed N&W 4-8-4 611 to make its first run on the Southern Loops (diesel-assisted at times) near Old Fort, N.C., on October 27-28. It's shown at Old Henry Station. The 1990 NS season ended November 11 with 2-6-6-4 1218 (at Louick, Ala., left) running Birmingham-Columbus, Ga.

Railnews

KODACHROME: C. GENDRON

KODACHROME: F.J. AHERN

CPR 4-6-2 1201 operated on some freight-only lines out of Ottawa during October 1990. The run to Hawkesbury on the 14th included this photo runby at Vankleek, Ontario. See page 41.

NICKEL PLATE 765, sporting driver black tires, stormed through Thurmond, W.Va., (right) on October 13 as part of its three-day stint on the New River Train. The Berk worked freight to and from Huntington, and it promises a busier year in 1991.

Markers

BY JIM BOYD

BRUCE KELLY

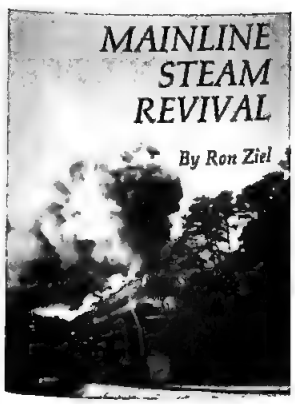
ICY CONDITIONS on Canadian Highway 3/95 near Moyie, British Columbia, in December 1988 didn't prevent Bruce Kelly from keeping pace with four CP Rail SD40-2s which were heading south toward the U.S. border with freight for the tiny UP interchange yard at Eastport, Idaho.

Railfanning in Crowsnest Country

Space didn't allow Bruce Kelly to go into great detail about railfanning CP Rail's southern British Columbia routes in his feature "Crowsnest, Cranbrook and Coal." He offers the following comments for those planning to see for themselves what all that unit coal and road freight action is about.

"Nearly every bit of CP's trackage in southeast British Columbia is within sight and reach of a major highway or well-maintained local road because the narrow valleys and numerous river crossings between the mountains left the railroad and trail builders with only one or two courses through the natural obstacles. To help find my way during my third and so far most extensive trip to Crowsnest country in April 1990, I relied heavily on the *Fernie* and *Nelson* 1:250,000-scale topographic maps, which sell for about $4.00 each from Northwest Map Service (509/455-6981) in Spokane, Washington. Also useful were the detail maps and grade profiles from Roger Burrows' *Railway Mileposts: British Columbia Vol.2* (see RAILROADIANA).

"With Manual Block System in effect throughout nearly all of CP's southern B.C. lines, nothing can move or occupy track without communicating with the dispatcher or with operators at Cranbrook, Sparwood or Fort Steele. CP assigns four to six channels to each of the subdivisions which make up the southern B.C. lines. The arrangement is reportedly in the process of being simplified, but at present, train crews use their radio's tone button to call the dispatcher on the Dispatcher Call-In Channel, then await a reply on the End to End Channel. Most conversa-



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ANNOUNCEMENTS

JACKSONVILLE, FLORIDA, February 16, 1991, Southeastern Railroadiana Collectors Twelfth Annual Railroadiana/Model Train Sale and Trade Show. 300 Tables. Jacksonville's Prime Osborn Convention Center, 1000 West Water Street. 9 A.M. to 4 P.M. Admission $3.00, 12 and under free, tables $25.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 391

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MIXED TRAIN will run Saturday, February 23 on BR&WRR, Ringoes, New Jersey. See details in this issue's Timetable. 391

SATURDAY APRIL 13, London, Ontario. FCRS 17th Annual Slide Trade and Sale Day, 1-5 P.M. All Saints Church, Hamilton at Inkerman. Admission $2.00, dealers welcome. Platt, RR#3, Ingersoll, Ontario N5C 3J6, 519-485-2817. 491

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times are on the End to End or MBS Channel, and some subdivisions have one to three other channels for maintenance or utility crews. Because the frequencies used for these channels vary from one subdivision to the next (Channel 4 is used for End to End talk on the Windermere Sub, Channel 1 is used for the same on the Cranbrook Sub, and so on in random fashion) I simply scanned Channels 1 and 4-7 (161.475, 161.115, 161.325, 160.425, 161.535, respectively) at all times to be sure of catching everything, including the talking defect detectors.

"The best way to find out what's running is by dropping in at the yard office in Cranbrook or the mobile trailer at Sparwood. Both stations receive updated train lineups, and the CP personnel are usually more than happy to assist visiting railfans. Just remember that you're the visitor, and that the railroad is under no obligation to hand out lineups or other data to anybody, so if you encounter an employee who's either too busy or unwilling to help, don't press the matter. Your scanner may provide all the information you need anyway.

"The Windermere Sub from Fort Steele north is rather flat, and it's here that trains are able to reach their posted 50 m.p.h. maximum speed. The balance of CP's southern B.C. lines are authorized for 40 m.p.h. or less, with trains climbing grades of 1% or more from Colvalli east to Crowsnest Pass, from Fort Steele south through Cranbrook to Swansea, from Curzon west to Goatfell and from Creston east to Goatfell. It's even steeper on the branches, with a climb reaching 1.8% from Sparwood north to Fording, 2.9% from Fabro south to Corbin, a 1.9% drop from North Star to Wycliffe followed by a 2.6% climb up to Kimberley on the Kimberley Sub and a 3.6% maximum climb south from Castlegar to Trail on the Rossland Sub. Overall, it's quite easy to get several nice photos of the same train by leapfrogging ahead of it to each next location.

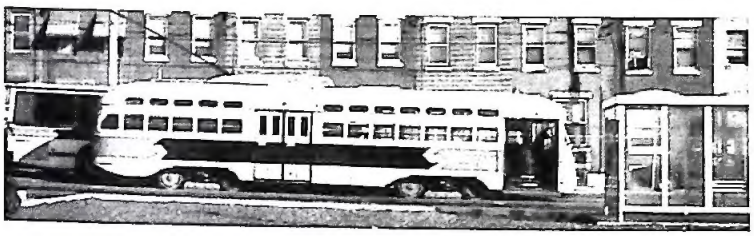
"A smooth gravel road follows the Byron Creek Sub down to the Corbin mine, with many nice locations along the way. Just watch out for fast-moving mine trucks, and don't get in the way of the the big trucks working around the Corbin loop track. Access to much of the Fording River Sub is quite tricky. The main road from Sparwood to Fording runs far to the west of the branch most of the way, but there's a dirt road which stays fairly close to the tracks from Sparwood north to Greenhills. This dirt road, which meanders over the huge coal piles behind the Elkview plant then heads north through the woods, is a private road for logging, mining and railroad vehicles. During my April 1990 visit, it was heavily rutted, muddy and flooded (thank God for the family ¾-ton Chevy 4×4 from Idaho). Anyone hoping to use this road should first inquire at the Elkview plant's visitor center. A dusty gravel road follows the Cranbrook Sub from Highway 93/95 at Fort Steele east to Bull River, but there's also a faster paved road that does the same job though at a considerable distance from the railroad.

"Winter conditions can start in southern British Columbia as early as September and linger until May. Even mid-summer can see freak snowfalls in the higher elevations. The prime rule is to be "road ready" for all extremes, and always load up on gas, drinking water and some kind of snacks before venturing far from civilization. You'll find plenty of motels, restaurants and major grocery stores at Creston, Moyie, Cranbrook, Fernie and Sparwood. Quick stops for gas and snacks can be made at Yahk, Galloway and a few other locations. And watch out for bears!

"Additional places worth seeing include the 5328-foot long, 313-foot high Lethbridge Viaduct, which carries CP's southern route across a valley formed by the Oldman River just west of Lethbridge, Alberta. The Cranbrook Railway Museum (604/489-3918) is adjacent to CP's Cranbrook Yard. Open daily, it houses a restored depot and 13 vintage CPR passenger cars. Fort Steele Heritage Town, situated around the preserved fort and village of Fort Steele, features a small operating steam railroad with an 0-4-4 British tank engine, a logging Shay and a 2-6-2. The park is open from May through October; phone 602/489-3351 or 604/426-6923 for times. Old mining and logging locomotives and cars are stored or on display at Canal Flats, Elko, Creston, Fernie, Galloway and Kimberley.

"If the wife and kids get tired of seeing too many trains, there are ski slopes and other tourist spots all around. Just north of Windermere and Invermere, Highway 93 heads east from Highway 95 into Kootenay Na-

next month in RAILFAN & RAILROAD



● **PHILADELPHIA'S STREET-RUNNING PCCs: G. Gerrish Williams takes us for a tour of the strongholds of PCC streetcars in Philadelphia, the last place in the U.S. where PCCs regularly operate in the city streets.**

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BLEDSOE RAIL SLIDES: New "Across America Action Video" Vol. I, 2 hour VHS, professional quality tape, $33.00. PO Box 377, Crowley, TX 76036 192

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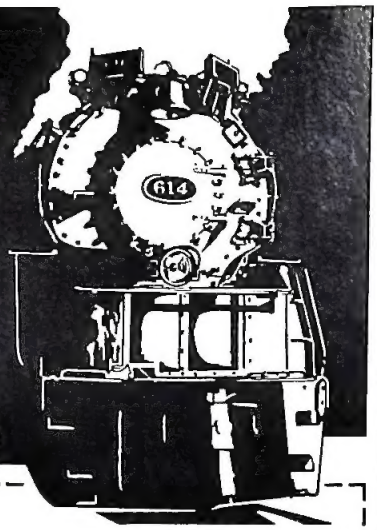

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EastRAIL update

As we mentioned in this column last month, the second annual EastRAIL multimedia slide show sponsored by the Jersey Central Chapter NRHS and hosted by R&R and *Railpace NewsMagazine*, will be held on February 16, 1991, at the Chatham High School Auditorium in Chatham, New Jersey. The list of programs is now complete, and they will include: Two shows by Rob Leachman on the Milwaukee Road and "French America," Scott Snell on the D&H, Alan Bellis on the B&O lines out of Cumberland, Steve Barry on Appalachian railroading, Greg Nazarow on British Columbia and Ken Rattenne on Western passenger trains.

It's shaping up to be a good show, as the Chatham High School Auditorium has comfortable seats, and the programs are being scheduled from noon (sharp!) to 6:00 p.m. to eliminate the "dinner break" and the need to return in the evening. A shuttle van will connect with scheduled NJ Transit Morristown Line trains before and after the show. The admission is $12 for adults and $8 for age 16 and under, and tickets are available by mail or at the door. See the ad on page 14 and TIMETABLE for details and the mailing address.

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